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ATV News
inside

MOTORCYCLE NEWS[®]

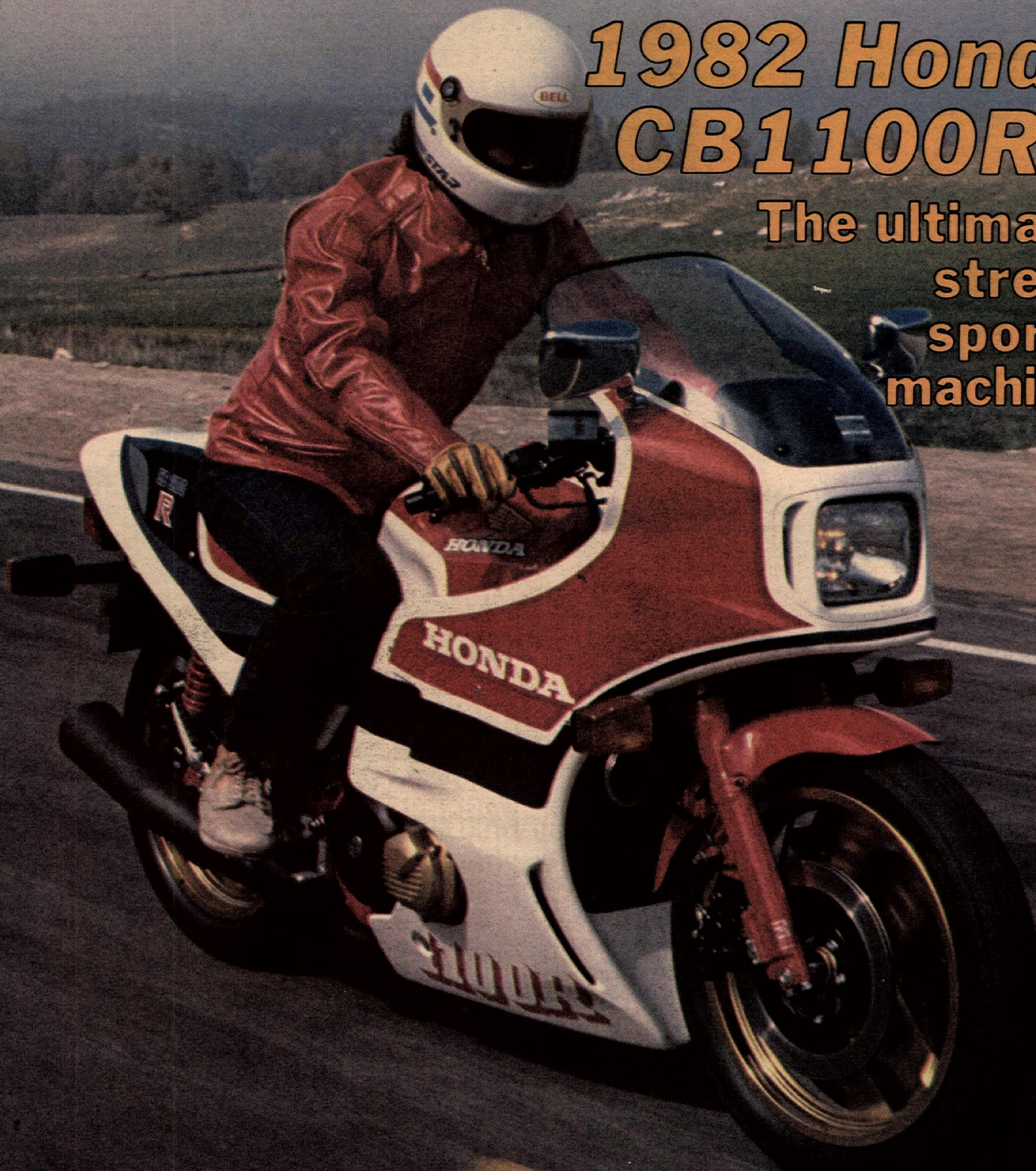
WEST

Volume XIX : Number 12 : April 7, 1982

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AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



It's been 18 months since American Bernie Schreiber won a World Championship Trials round, but his outing in Engand proved successful.



Scott Head put a bead on the correct line coming out of a stream crossing.

World Championship Observed Trials Series: Round 3

Schreiber on top in England

By Mike Rapley

BAINBRIDGE, ENGLAND, MAR. 14

Eddy Lejeune, Bernie Schreiber and Gilles Burgat, first, second and third in the opening two rounds of the World Championship Trials Series, had an interloper split them,

and also suffered a reshuffle, when the third round of the series took place at Bainbridge in North Yorkshire.

Back at the top after being out of the World Championship winning slot for the past eighteen months was Californian Bernie Schreiber, who won his first title round since the Czechoslovakian event in 1980.

The fifteen points SWM mounted Bernie gained took him closer to series leader Eddy Lejeune, who finished second in the trial after having won the first two rounds, with the two riders going into the recess with a three point difference.

The interloper into the top three was Spaniard Toni Gorgot who had his best day for some while and just

ousted defending World Champion Gilles Burgat from the top three placing.

An easier trial than expected after last year's super event, Britain's round was nonetheless a truly marvelous event. The home of trialing can still put on a first class trial, and the 29 sections over a two lap, 15 kilometer course found a convincing winner in the form of Schreiber who looked every inch a prospective World Champion.

The traditional straight and often muddy rock streams weren't expected to suit the American, but he has tried so hard to master the often unpleasant conditions, and when he did, he readily confessed that the win was one of his most satisfying.

British riders took a continental

hammering, and it was left to the old firm of Martin Lampkin and Malcolm Rathmell to salvage some recognition. Lampkin was the best placed Brit, in eighth place with Rathmell just behind in ninth, finally the tenth and last point scoring place being taken by the young John Lampkin.

Between Burgat in fourth and Lampkin in eighth came Charles Coutard who had a wry smile on his face at the finish as he posted the best Bultaco rider score with fifth, next in sixth was the old campaigner Yrjo Vesterinen and in seventh Italian SWM Champion Danilo Galeazzi.

For some riders it turned out to be a disastrous day, particularly Ulf Karlson, who failed to get into the points for the first time for more than a year. Ulf had a birthday party the night before, but whether that was the true reason for his poor ride we shall never know. He did improve on his second circuit to post a score some 20 marks better, but the late charge failed to lift him from a first lap placing of 24th to any higher than 12th.

The longed for appearance of youthful superstar Steve Saunders, who many reckon to be Britain's next

World Trials Champion, has had to be put off until the French round in June. Saunders, entered for the trial, broke a collarbone the day before when he came off a road bike and remained at home. The big battle between the youngster and the stars was off for another day, and the 3,000 plus British crowd had to go home disappointed.

It proved to be a trial lacking in the atmosphere experienced in the Yorkshire dale the year before, but still provided for an excellent trial in superb surroundings that found a truly worthy winner in Schreiber. Only the poor showing of fellow American Scott Head being the shadow on the U.S. horizon. Scott finished in 36th place and was just never in the hunt after his marvelous points earning ride in Spain two weeks previously.

Results

1. Bernie Schreiber (SWM - USA) 47; 2. Eddy Lejeune (Honda - Belgium) 51; 3. Toni Gorgot (Montesa - Spain) 52; 4. Gilles Burgat (Fantic - France) 56; 5. Charles Coutard (Bultaco - France) 63; 6. Yrjo Vesterinen (Bultaco - Finland) 64; 7. Danilo Galeazzi (SWM - Italy) 67; 8. Martin Lampkin (SWM - Britain) 74; 9. Malcolm Rathmell (Montesa - Britain) 76; 10. John Lampkin (CCM - Britain) 79.

World Championship Point Standings: 1. Lejeune (42); 2. Schreiber (39); 4. Burgat (28); 4. Coutard (14); 5. Gorgot (13); 6. Karlson (11); 7. M. Lampkin (9); 8. (TIE) Vesterinen/Galeazzi/Subira (8).

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JUNE 26, 1982

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YOUTH/WOMEN/SR. MEN QUALIFIERS

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- ☐ 250cc B
- ☐ Open A
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Youth Program includes Women & Sr. Men
Youth B Classes (NOT Amateur B Classes)
up to 2 previous years experience with
no previous National experience.

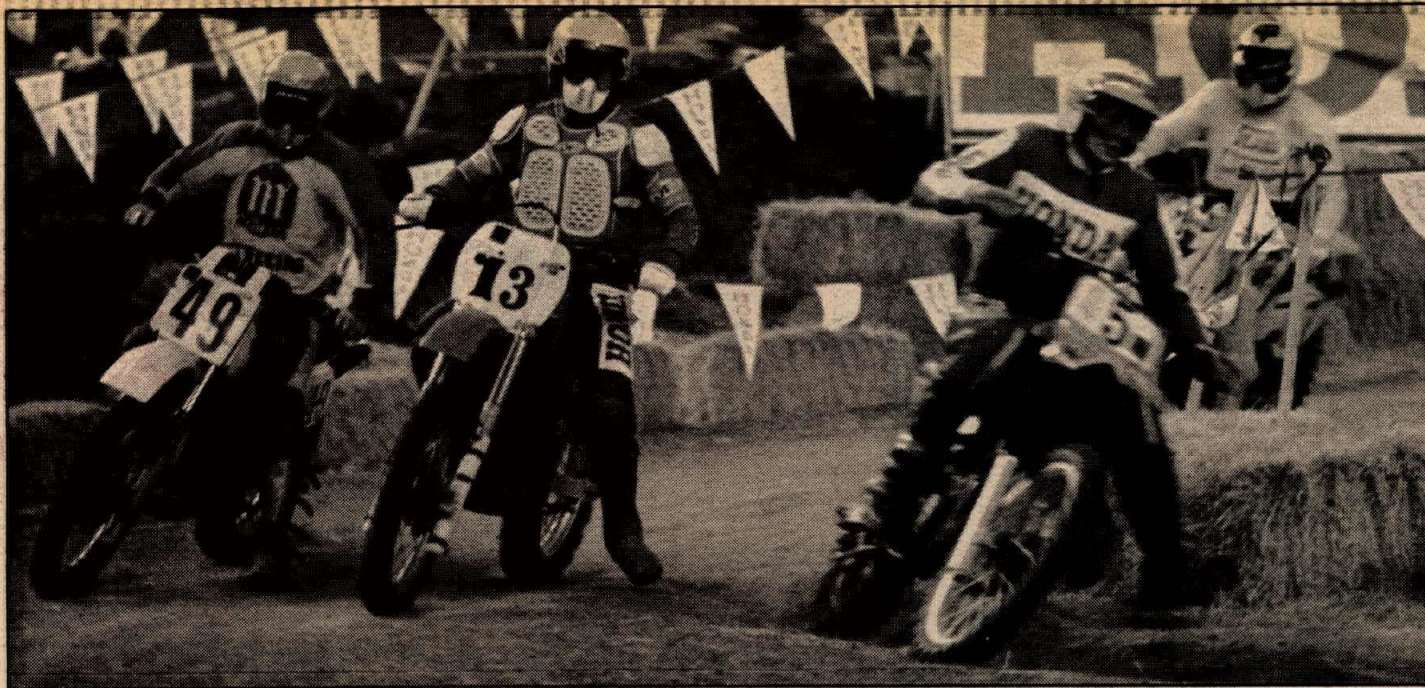
- ☐ 51cc Automatic 4-8
- ☐ 65cc Mod. 7-11
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- ☐ 85cc Mod. 7-11
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- ☐ SR. 30 yrs.
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- ☐ 100 cc 12-15 yrs.
- ☐ 85cc A Mod. 12-15
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- ☐ 85cc B Stock 12-15
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- ☐ 125cc A Stock 12-15
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- ☐ 125cc B Stock 12-15



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Amateurs seem rather tentative (above). Kevin Schwartz (Below) led Open Expert until sliding out.



Grand National Championship Finale

Pitts, Burke, Knupp ace amateurs at the 'Dome

By Lisa Milcich
Photos by David Milcich
HOUSTON, TX, MAR. 21

This marked the sixth year the Grand National Championship Series has hosted an Astro-dome final, drawing the largest amateur crowd in the world. They received over 2,000

entries, of which 1,020 riders made it to the 'Dome after qualifying elsewhere on Texas area tracks. Of these 1,020 riders, only 413 would make it to the grand finale; therefore, a process of elimination took place for seven long hours. Practice started bright and early at 7 a.m., and there was even a semi-final qualifier at 9 a.m., then the three sets of eliminators started at 10 a.m.

Out of the top five riders in all the events of the grand finale, 43% were

from Texas, 6% California, 15% Louisiana, 8% Oklahoma and 28% from other various states. Of these riders, 46% rode Yamaha, 25% Kawasaki, 13% Honda and Suzuki, 2% Maico and 1% Husqvarna.

The grand finales started and had some grand action. The track had gotten pretty rough by this time and was like concret in spots. The 250cc Expert class had a major pile-up in the first corner off the starting line, but Joe Burke (Donald's Suz), Rickey Glaser and Kyle Landrum (Kaw) saw daylight first through the pack and

were followed closely by Alley Semar (Acadian Hon) and Billy Liles (Kaw support).

Liles gassed by Semar on the second lap only to be repassed soon afterward. Glaser commanded the lead after going over the large hill but dropped the bike in a deeply cut groove on the inside of a corner. Burke was there to pick up on his mistake as Liles had come up behind him still pursued by Semar. Landrum was in fourth, Guy Cooper (Cooper Cycle Center) in fifth and Glaser got back up for sixth.

Grabbing first place honors was Burke, who had Liles chomping at the bit behind him most of the race till the last lap when he dropped the bike and lost several spots in the process, claiming fifth overall right behind Robert King (KMC Bell Road Kaw).

Kathy Holman (JT Racing/Pasadena Hon/American Hon) won the Women's division for the third year in a row. Machel Madrid (House of Kaw) led the women off the gate and through the sets of jumps till Homan passed her in the sweeper before the large jump. Debbie McAllister (Big G Racing) and Patti Summerall (Yam of Ennis) were next in line. McAllister bobbled in a turn and let Summerall by.

Holman quickly removed herself from all her competition and took an easy win. McAllister never did regain her old position and had to settle for fourth overall. Second went to Madrid and third to Summerall.

The Open Intermediate race saw Jeff Ellis (Northwest Hon) and Doug Herrington (Herrington Enterprises, Inc.) as front-runner partners while Chris Cunningham (Ajax Cycle) and Gerald Tims (Bucks Hon) jockeyed to come up on them, which they both accomplished on the third lap, sending Ellis back down the line to third and Herrington to fourth. Ellis tried to squeeze by Tims in the corners, but Tims held him off nicely to the end claiming second behind Cunningham's Husky. Ellis settled for third, and Herrington stayed in fourth.

Leading to the first corner in the Open Expert class was Kevin Schwartz (Hurst Yam), Robert Neeley (Yam of Columbia), Jim Mitchell (Precision Cycle) and Rick French. French got passed by Jim Thomas (Hon), but he quickly passed him back. Thomas bailed off after the double jumps.

Schwartz was still holding the fort up on lap three when he slid out in a sweeper and returned in the fourth spot as Neeley took over the lead. Mitchell had come up to second place as Mike Knupp (Central Yam) geared into third. Mitchell got by Neeley,

but Neeley wasn't so lucky and went down in the process, still able to finish fourth, though.

Knupp took over the lead and first place honors on the last lap, leaving Mitchell in second and Kevin Foley (Kaw) in third.

The Over 30 race proved they weren't "over the hill," giving the spectators a close race to watch. John Couvillion took off first with Billy Click (Conroe MX Park) on his heels. Click had to contend with Darius Gramley (Danner's Cycle Sales) and Earl Benus (Louisiana Suz/Hon). Couvillion dropped back to third by the second lap as Click was the new leader with Gramley's aggressive Kawasaki behind him. Gramley ran into the back of Click but didn't fall. These two were way out in front of the others and were inches apart the whole way, Gramley pressuring Click in every corner. He tried to pass Click on the double jumps on lap four but couldn't quite make it. He did get by on the inside of a right-hand turn immediately afterward, though.

Click stole first away again on the white flag on the inside of a turn. Gramley tried desperately to get his front tire in front of Click for the remaining lap, but Click held him off until the turn a few feet in front of the checkered flag and stalled it, letting Gramley slide by for the win. Click got it going and crossed over for second place. Phil Hess (Yam) was third, and Kenny Butler (Butler Auto Service) cruised in for fourth.

The 125cc Experts were led by Carroll Richardson (WRW/Pro Trac), whose closest adversaries were Aaron Pitts (LOP) and Wendell Simmons (Dub's Kaw). Tim Butler (WRW) was in fourth and Keith Eldred (Texas Yam) was a ways back in fifth. Pitts was really putting the heat on Richardson and would almost ease by in the corners. Butler continued to dog Simmons. Pitts finally got his way one jump before the finish line and took away Richards's first.

Tracy Meeks set his assault out on the 125cc Intermediate class as Russell Brown (WRW/Muffler Magic), Ken Fox (Team Green), Mark Dawson (Dawson Pest Control) and Brian Stanley (Kaw) tried to ruin his chances. Meeks pulled away from Brown as Stanley got by Dawson and aimed for Fox, sliding by on the third lap at the same place he passed Dawson, but he soon dropped back again.

Meeks had a good lead while Brown and Fox duelled for second. Fox made it by Brown as Dawson and Stanley were still in fourth and fifth, running side by side down the starting straightaway as Stanley got to the corner first for the pass. Meeks ran an impressive first place ride along with second place Fox.

Results

LADIES: 1. Kathy Holman (Hon); 2. Machel Madrid (Kaw); 3. Patti Summerall (Yam).
TEENY MINI: 1. Colin Edwards (Yam); 2. Crispy Vreeland (Yam); 3. Billy Schlag (Suz).
MINI MINI: 1. Junior Jackson (Yam); 2. Dave Shade, Jr. (Yam); 3. Cody Marek (Yam).
MINI STOCK: 1. William Suratt (Kaw); 2. Eddie Vreeland (Yam); 3. Steve Stewart (Kaw).
MINIBIKE JR: 1. Rob Hanson (Kaw); 2. Stephen Tyler (Yam); 3. Scott Thomas (Kaw).
MINIBIKE SR: 1. Todd Campbell; 2. Robert Mason; 3. William Surratt (Kaw).
JR 3-WHEELER: 1. Ray Prothro (Suz); 2. Jack Ricks (Yam); 3. Michael Walling.
OPEN 3-WHEELER: 1. Jimmy C. White (Suz); 2. Tony Williams (Hon); 3. Scott Bucsayni (Yam).
100: 1. Greg Thomas (Yam); 2. Will Grosjean (Yam); 3. Darin Williams (Yam).
125 NOV: 1. Kelly Foutch (Yam); 2. Robert Neiheiser (Yam); 3. Mike Sickles (Suz).
125 INT: 1. Tracy Meeks; 2. Ken Fox (Kaw); 3. Brian Stanley (Kaw).
125 EX: 1. Aaron Pitts (Hon); 2. Carroll Richardson (Yam); 3. Wendell Simmons (Kaw).
OVER 30: 1. Darius Gramley (Kaw); 2. Billy Click (Hon); 3. Phil Hess (Yam).
250 NOV: 1. Randy Smith (Yam); 2. Donnie Mar-graves (Kaw); 3. Eric Straughan (Suz).
250 INT: 1. Brian Stanley (Kaw); 2. Jody Doescher (Suz); 3. Bobby Lowman (Kaw).
250 EX: 1. Joe Burke (Suz); 2. Guy Cooper (Kaw); 3. Kyle Landrum (Kaw).
OPEN INT: 1. Chris Cunningham (Hus); 2. Gerald Tims (Hon); 3. Jeff Ellis (Hon).
OPEN EX: 1. Mike Knupp (Yam); 2. Jim Mitchell (Mai); 3. Kevin Foley (Yam).

TEN YEARS AGO

California's on-again, off-again political/motorcycle brush fires were ignited when Assemblyman W. Craig Biddle introduced a bill calling for mandatory helmet use by motorcycle riders and passengers.

Works Yamaha riders captured the victories as the Pacific-AMA motocross series moved to Carnegie Cycle Park in northern California. In the 250cc class, it was a seesaw contest between the works Yammie of Jim Weinert and the CZ of Brad Lackey, but Weinert finally triumphed. In the 500cc ranks, Gary Jones took his Yamaha to a win over Husky-mounted Bob Grossi.

The 1972 speedway season opened at the Indio, CA, showgrounds. Bill Cody used the opportunity to take the season's first Scratch main over Rick Woods and Steve Bast, while Eric Olsen won the Handicap main over Steve Bast and his brother Mike.

Bruce Baron debuted the 125 Husky with a win at an ACA Saddleback motocross.

It was battle waged by young riders in the 125cc Expert class at Corona Raceway. In the end, 16-year-old Bultaco pilot Kenny Zahrt emerged the winner over Penton rider Danny LaPorte.

Skip Newell was named public relations manager of Kawasaki Motors Corp.

Road tests are a motojournalism staple, then and now. So the CN staff did one: Mulholland Drive.

Howard Utsey was the overall winner of the Huntington Beach M.C. hare scrambles, doing the deed on a 400 Suzuki. Second overall, first 250cc Expert, was a newcomer to the desert, Jim Fishback (CZ). Third overall, riding a quarter-liter Bultaco, was Doug Winchell.

John Franklin, known as the "Farmer from Madera," won the 250 and 500cc Senior classes in a CMC motocross at Livermore, CA.

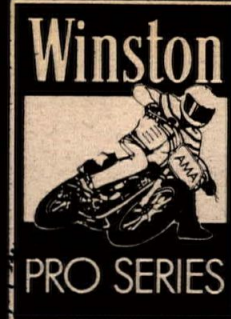
Kawasaki, which had been making headlines with its prototype 450cc MXer, showed up with another model in the form of a 250cc piston-port enduro machine. Ron Bishop and George Walker rode one in the Mint 400 and finished 16th in spite of a rash of flat tires.

Tracy Oswell gave northbound opponents a southside view of his CZ en route to a three-moto sweep of the 250cc Expert class at Indian Dunes.

The heads of the AMA and the MIC, Russ March and James Potter, announced a combined AMA/MIC committee which would respond to Richard Nixon's recent Executive Order on ORV use on public lands.



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BARNETT'S ONE-TWO PUNCH KNOCKS 'EM OUT.

Team Suzuki's "Magic" Mark Barnett kayoed the Houston crowd with back-to-back wins in the 6th and 7th rounds of the AMA Supercross Series. For Mark, it was a repeat performance of last year in the Astrodome.

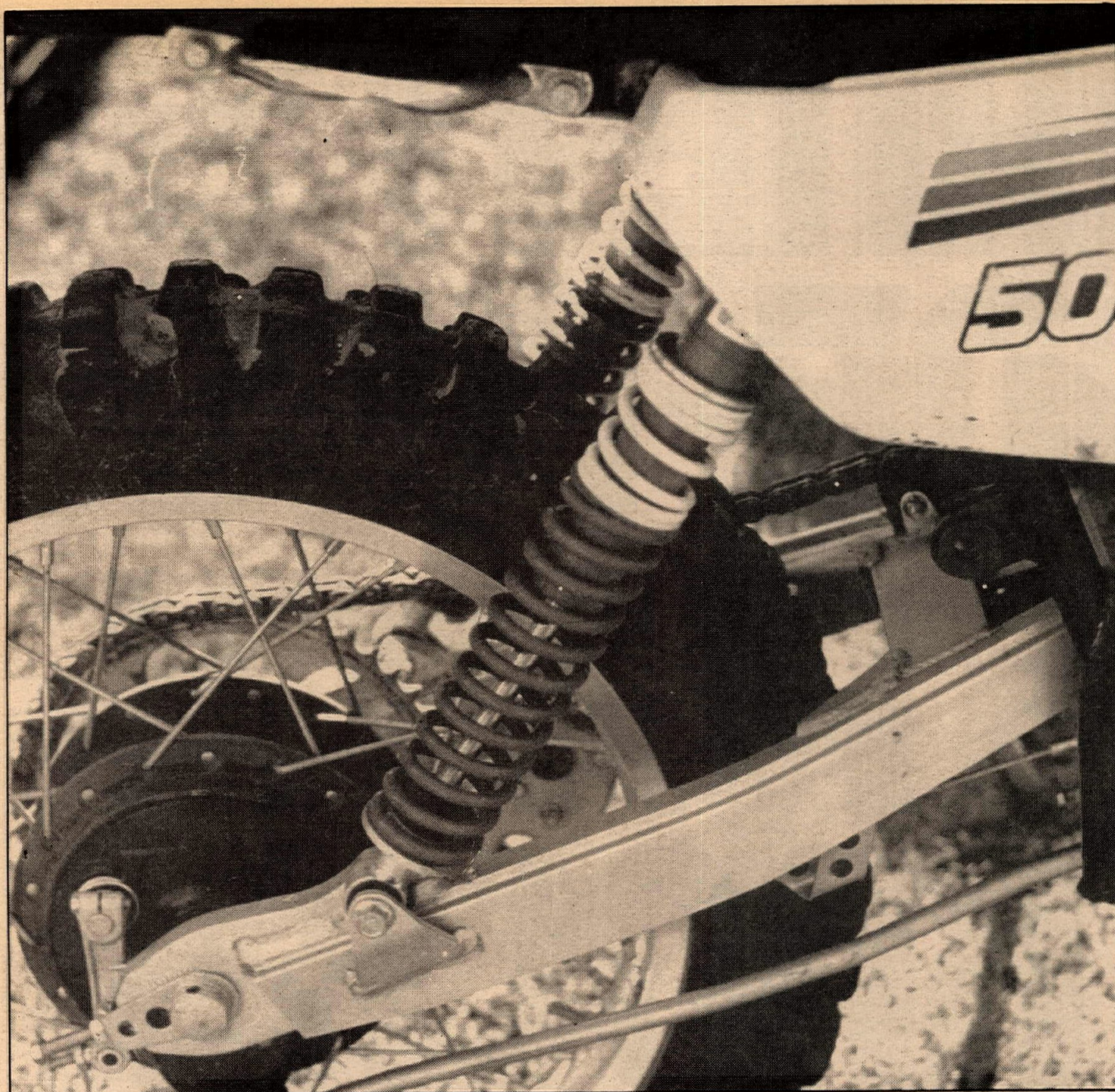
Aboard his Suzuki "Full-Floater," Mark stunned the competition with a dazzling combination of speed and power. Proof: On Friday night, Mark posted a lap time 7 seconds faster than anyone else.

Mark's impressive victories leave no doubt his second Supercross Series Championship campaign is underway.

Good going, champ.



THE WINNING RIDE.



Budget betterment

Improving the fun quotient on Suzuki's DR500Z

By Karel Kramer

When *Cycle News* had Suzuki's DR500 thumper in for an impression several weeks ago, we were highly impressed with the bike's fun quotient, but were less impressed

with parts of the bike; those parts being the ones that held the wheels up. The frame seemed to perform quite well until the suspenders reached their limits. With the suspension bottoming madly, the bike just wallowed like the wheels and frame were taking the shock in the form of flex. It never spit a rider off, but both the bike and rider took some pounding.

When we began to diagnose the problem, we found that there were only a few parts that weren't doing their job and a couple of them were normal replacement items anyway. Problem number one was the rear shocks. They had too much compression damping and not enough spring so they felt harsh on small bumps and soft on big ones.

We put a \$300 ceiling on the hop-up, which is a lot, but still a small enough amount to make the DR an

attractive package if the money would bring out the excellent bike hidden under the flaws. With that kind of a ceiling, and because we were trying to build a great trailbike rather than a racer, we had to look in the budget shock market. Fortunately there are several good shocks to choose from in this area. Both Moto-X Fox and Works Performance still sell versions of an older design shock that work well in this application and are rebuildable. Fox spring shocks and Works "oilers" are both available in the \$125-150 range. S&W sells a freon cell shock in the same range that has been proven, but is not rebuildable. Works Performance sets the shock up for your personal needs, Fox gives you a choice of damping and dual rate springs, and S&W gives you a choice of dual rate springs.

We decided to go with the Fox shocks and simply called Fox and

told them the year and model bike and how heavy our riders were. They sent us a pair of stock length 16" firm shocks for \$119, a number 165 blue spring set for \$16.50 and a pair of soft white springs for \$7.39. They came with an assortment of shock bushings and went on with virtually no hassle.

The second area that seemed to warrant immediate attention was the front suspension. Its overall action seemed fair enough, but we checked around for a fork kit and couldn't find any that didn't extend the travel. We chose not to change the travel in the front or the rear since first of all, the geometry seemed close and we didn't want to mess with it. Secondly, a motorcycle that weighs in at around 290 pounds wet doesn't need to reduce the slider overlap on 38mm forks. We felt we would lose in flex whatever we gained in travel.

We drained the forks and refilled them with 10 weight Kal-Gard smooth stroke oil, which has Moly in it and is very slippery. Some people have had problems with seals not being able to hold the stuff, but it has improved fork action on bikes we have tried it on and leakage shouldn't be a problem with good seals. To make the forks stiffer at the bottom of the stroke, we raised the oil level in the forks.

To do this, raise the bike off the ground so that the wheel is off the ground. Drain the stock oil and replace the drain screws. Pour the recommended amount of oil into the forks with the caps off and the springs out. Stroke the forks up and down until the squishing noises stop emanating from the fork tubes. When they stroke up and down quietly, all the air trapped in the oil and the forks has been worked out. With a special syringe or an ordinary steel rule, bottom the forks and measure the oil height in the tubes. The oil should be around six and a half inches from the top of the tube. Add oil until it is. Repeat the air purging operation, put the springs back in and go take a test ride. About 5-10 pounds of air will probably need to be in the forks since the springs are still too soft initially. Air pressure should be checked with the wheel off the grounds. Perhaps springs from an '80 model RM400 would cure this. If your forks are fine over small bumps but harsh on bigger ones, then lower the oil level until they bottom as often as suits your riding style. Forks that never bottom are too stiff.

The last must change item is the tires. The DR comes with the same front tire as the RM125 and a similar rear tire that is larger. They simply don't have the side wall and knob strength to perform on the DR. Our front tire started to show severe signs of wear on the side knobs before the middle ones on the front, a sign that the knobs are folding over under cornering loads. Replace the stock tires with a more substantial set of tires with stiffer sidewalls.

We considered the tires a normal wear item so we had a few bucks left in the budget. We figured we would try to lose a little heft as the shocks had already dropped the weight a couple of pounds. We called Pro-Tech and got one of their super-light exhaust pipes. The pipe was the only product that got mixed reviews, and then only because, as we said at the outset, we were going for a trailbike. It did make the bike pull better, but for a trailbike the noise was a bit much. Pro-Tech says it is a performance pipe and we would give it a hearty recommendation for racing because it tucks in perfectly, fits well and works. For trail riding we prefer a quiet bike and the weight savings of approximately six pounds was not too noticeable.

The bottom line is how did it work? Great. Before Suzuki pried the bike away from a tearful editor, we tried some sandwash whoopdies with much greater control. The bike's weight is noticeable only when you get stuck somewhere and have to move it by hand. Jumps and other obstacles, including a couple of surprise ditches, were handled with ease. All four testers, including an AMA Pro, loved the bike in the hills. For play riding we think that a DR500 and some carefully spent money will provide one of the best possible combinations.

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Northridge, CA 91324.
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714/527-1641.

Pro-Tec
282 Gemini
Brea, CA 92621.
213/697-6759.

BUNCH OF SUZUKI WINS.



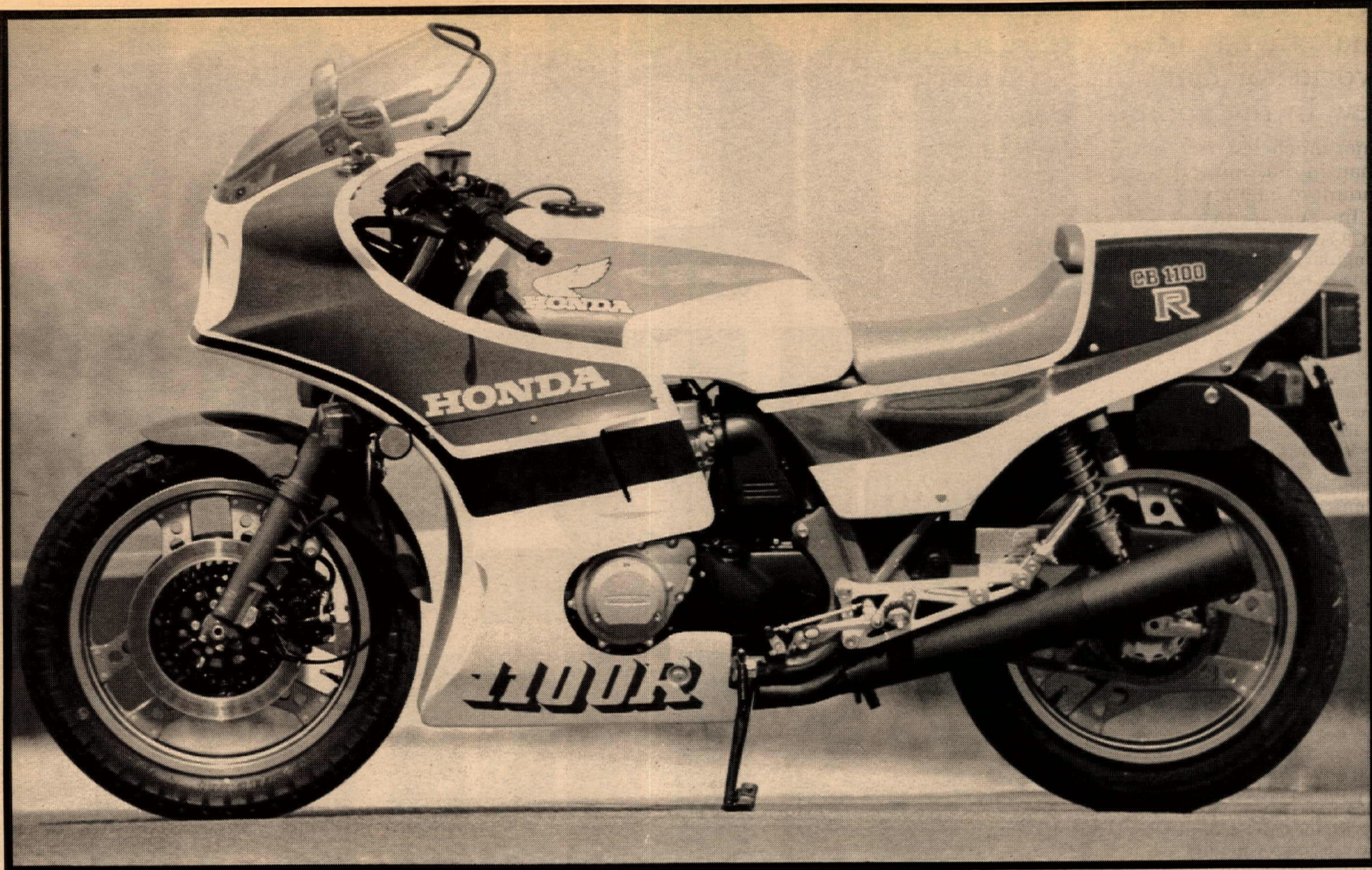
Bruce Bunch, riding his "Full-Floater" Suzuki RM-80, adds another series win to his fast growing collection.

The Golden State Series champion continued his winning streak at the NMA Western Winter Nationals. He dominated the final rounds in both the 83cc stock and modified expert classes to take the championship.

Suzuki thanks you a whole bunch!

THE WINNING RIDE.

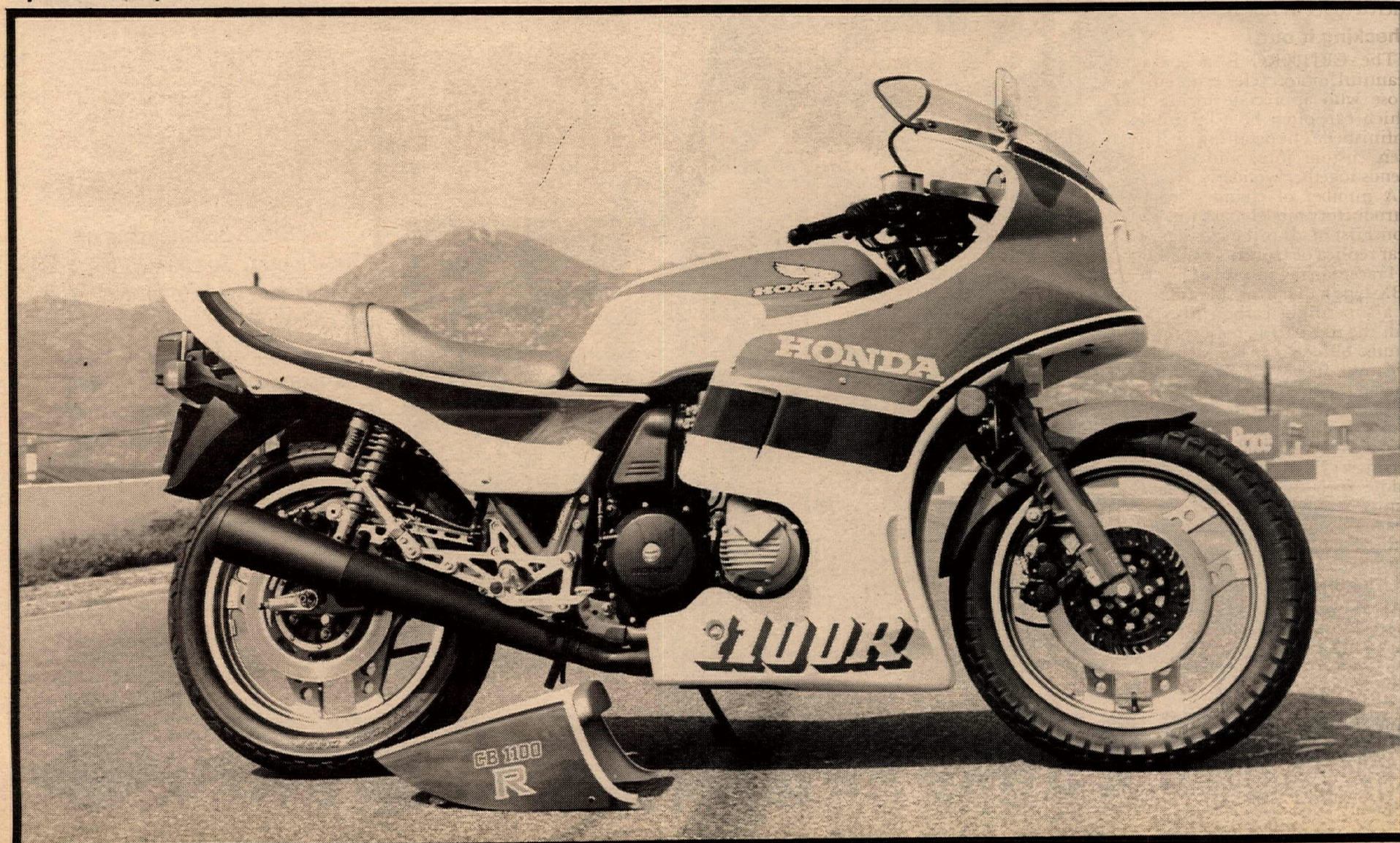




Impression: 1982 Honda CB1100RC

The ultimate cafe racer

By Mark Kariya



Right out front, we'll declare that Honda makes what must be the ultimate bike in the world for cafe racer types. Unfortunately, few in the good ol' U.S. of A. will ever see

one, much less ride one, and that, in our opinion, is tantamount to a felony.

Imagine, if you will, a Honda RCB endurance racer with one rectangular quartz headlight and a quieter, tamer engine, though it still pumps out three digit horsepower. Got that? Nice red, white and blue paint scheme, full fairing, adjustable clip-ons, rear sets, dual vented front discs and anti-dive forks, even a 6.8-gallon fuel tank should give you an even better picture.

The result is Honda's CB1100RC. Available in Australia, England, France, Germany and the Netherlands, the "CB11" represents the pinnacle of Honda engineering, performance and racing technology in one street-legal, production-type racer. It not only looks the part, it backs it up also with a proven track record. For example, in Australia's annual Castrol Six-Hour endurance race, CB1100s have regularly occupied the top spots since their introduction two years ago. The race is for basically stock motorcycles, too. A CB1100R also won the GP 4 class at the Daytona Amateur Road Race, besting Suzuki Katanas and Kawasaki GPz1100s.

With a production run of about 1000 units last year and a like number for '82, the CB11 definitely falls into the category of the limited production racer. Less than 200 of those were tabbed for the Australian market, with nearly each of those units sold before they were even off the boat. Scott Wilcox happened to be in Alan Decker's Freedom Wheels Honda shop "at the right time," and managed to scoop up two CB11s. Wilcox air-freighted both bikes back to his Veneta, OR, home where he uncrated one, put less than 55 miles on it, and offered to let us ride it.

Checking it out

The CB1100RC is a strikingly beautiful motorcycle, especially for those who appreciate racing bikes which can often be a bit cobby or unfinished. The detailing on it rivals even custom jobs, and everything blends together wonderfully.

A number of changes from the introductory model mark the '82 version. First of all is the fairing, now a near replica of Honda's FWS 1,000cc V-4 racer fairing instead of last year's CBX-type half fairing. Manufactured of a super-light carbon fiber material, the top part is red over a bold, slanted blue stripe. The stripe is carried over in a visually continuous line up the side panel bodywork and tailpiece, which are also made of carbon fiber. Incidentally, the tailpiece detaches this year, allowing the owner to convert the red seat from a single saddle to a dual arrangement by simply removing two screws. The detachable fairing belly pan is white with "1100R" emblazoned near the bottom of each side in bold, outlined red lettering.

Also new this year are the ComStar wheels, now similar to the CX500 Turbo but carrying the widest rims for a production street bike yet, a 2.5 x 18-inch unit in front and a whopping 3.0 x 18 rear. Dunlops adorn each rim, a 100/90V18 F11 front and a 130/80V18 K527 rear which looks similar to a Michelin M48.

While the rear brake disc appears to be the same as last year, the front units are very different, nearly works

of art. They are vented but not the same items that come on this year's CBXs. All three discs are grabbed by Honda's twin-piston calipers.

The 39mm fork legs, 2mm larger than last year, still permit the same amount of travel — 5.5 inches — and the sliders are now red. Honda's TRAC (Torque Reactive Anti-dive Control) enables the rider this year to adjust how much the front end dives under braking via a slotted adjusting screw to any one of four settings. Each leg holds 12.3 ounces of fork oil.

Rear suspension this year is still twin shock, but the shocks are inverted piggyback reservoir gas/oil units. A knob on top and one at the bottom of each shock permits three-way adjustable rebound damping and compression damping changes. Spring preload is five-way adjustable. The units control the rear wheel's 4.1 inches of travel, 0.2 inches less than last year.

The frame appears to be like last year's model, but there are a couple of changes. Steering head angle is not quite as steep at 28°, and there is a fraction less trail at 4.6 inches. Those changes are not doubt the result of the 18 inch wheel this year.

Naturally with the full fairing, there is less ground clearance — 5.5 inches — but the claimed dry weight is down almost five pounds to 513.7 (233kg). The already low seat height is now down to 31.3 inches.

Honda builds the engines for the CB11 to satisfy three sets of govern-

ment regulations. The racier model puts out a claimed 120 DIN horsepower; the Australian/English/French version is rated at 115 DIN horses; and the Dutch/German mill churns out an even 100 DIN hp. All three peaks come at 9,000 rpm, while red-line comes at 9,500 rpm. Maximum torque comes at 7,500 rpm.

New this year is an oil temperature gauge to let the rider know how well the oil cooler is working. About the only other external variance is the gearing, a bit taller now since a 39-tooth sprocket is fitted to the rear wheel, instead of a 40, to work with the 17-tooth countershaft holdover.

The test ride

Riverside International Raceway was the site of our first experience aboard the CB1100. It proved to be, well...uh...a bit disappointing, actually. Judging it by looks and its prior track record, we expected a Superbike motor to be stuffed into the double cradle frame, a ferocious, arm-jerking snarler.

What we discovered was an engine supremely easy to get along with, one which produced ever-increasing amounts of horsepower from idle upwards. Due to the newness of the machine, we never took it up to red-line; 124 mph at 7,200 rpm was enough to suit us.

There were never any surges or flat spots at any point in the rev range, and judging by the way it pulled at 7,000, the 16-valve engine will easily hit 9,500 or more, which would work out to approximately 150 mph!

The ride at all speeds was more stable than any street bike should have a right to be; its racing heritage clearly shines. On rougher sections of pavement, though, there was a little

uncertainty detected in the rear end, generally with power on. Though there wasn't enough time to try dialing it in, the situation could probably be remedied by a change in tire pressure and suspension settings.

Settling into the seat and crouched behind the bubble, the rider's vision is quite clear, and no rattles emanate from the fairing. The racing-type of position the seat-bar-peg relationship puts you in is comfortable at all times.

Throwing the bike into corners is a breeze; never does it feel like an 1100. Except for a trace of top-heaviness caused by a full load of fuel, you'd swear the bike was a 550. Heading up through the high speed esses at a good clip required about half the muscle you'd think would be required on a big bore.

Unfortunately, the track was dampened by intermittent showers during the afternoon we rode, so we didn't push it hard in corners. Still, the CB11 felt great, being predictable and seemingly forgiving. A few patches of tar coming out of 7A caused the bike to slip momentarily, but it failed to raise the pulse by more than a couple beats.

Even in the wet, the tires held well. In the dry, however, it's doubtful that any part of the motorcycle would ground regularly.

The next day, we went for a spirited jaunt into the mountains and desert. A two-hour freeway ride was remarkably pain-free. Legs did need to be stretched a couple times, but the sparsely padded saddle was none too uncomfortable, and the adjustable clip-on type bars in the standard setting didn't cause wrists or forearms to prematurely tire. Engine and exhaust noise was nil, but there was a slight vibration present whenever you backed off the throttle a bit at cruising speeds. Mirrors remained surprisingly useful at all speeds.

On the street, the CB11 felt much quicker than it had on the track, since there were other, slower, vehicles by which to judge it. Despite its 150 mph potential, though, it never felt overgeared; pulling away from a stop in first required no unnecessary clutch slipping. We did notice a little clutch chatter at various times when getting underway, but that may have been due to the clutch being slightly out of adjustment. Other than that, it worked fine, and the five-speed transmission always shifted perfectly.

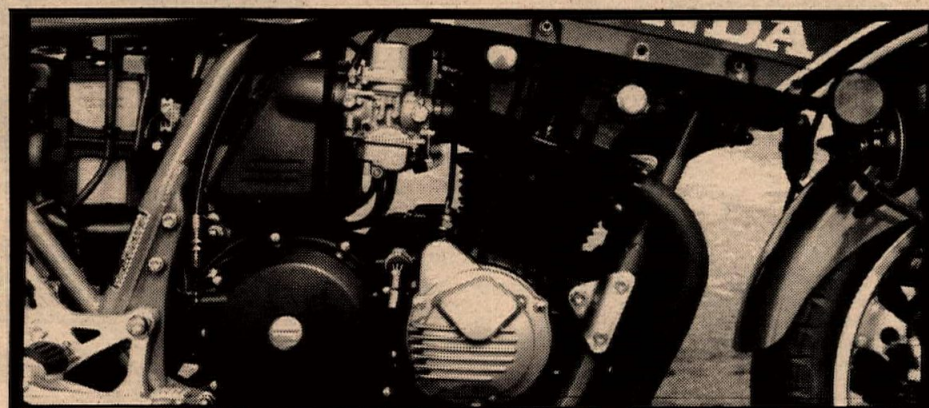
All controls were within easy reach, and everything worked as it should have.

We hit rain again, unfortunately. However, we can truthfully report that the brakes work well even in a downpour. The tires don't hydroplane except slightly under the wet-test conditions and work as well on drenched streets as on damp race track asphalt.

Away from the mainstream roads and into the twisties, everything about CB11 that endeared it to us on the track drew it even closer to our melting hearts. It was a dream come true! It went fast, stopped quickly, straightened corners predictably and was a blast to ride.

The only thing that kept us from keeping the bike was that Wilcox had the title to it. Oh how we'd love to have the best looking, best handling, ultimate street bike Honda makes. We know you'd love it, too.

Unfortunately, no more than a handful of CB1100RCs will wind up in this country. But have hope. Sources close to Honda indicate that we may see this model in their '83 line-up, but at this time that is very far from being confirmed. But if you're like us and want this motorcycle available on these shores, don't be afraid to let Honda know about it! •



Specifications

Engine

Type	Air-cooled four-stroke, vertical parallel four cylinder.
Bore x stroke	70 x 69mm.
Displacement	1,062cc.
Compression ratio	10:1.
Carburetion	Keihin VB, 33mm (four).
Lubricating system	Forced pressure and wet sump.
Oil capacity	4.7 U.S. qt.
Clutch	Wet, multi-plate.
Transmission	Five-speed constant mesh.
Ignition	Transistorized.
Starting system	Starting motor only.

Frame

Type	Double cradle.
Front suspension/travel	Telescopic fork/5.5 in.
Rear suspension/travel	Swingarm/4.1 in.
Front tire	Dunlop 100/90V18 F11.
Rear tire	Dunlop 130/80V18 K527.
Front brake	Double disc.
Rear brake	Single disc.
Rake/trail	28°/4.6 in.

Dimensions

Overall length	86.6 in.
Overall width	30.3 in.
Overall height	50.4 in.
Wheelbase	58.6 in.
Seat height	31.3 in.
Ground clearance	5.5 in.
Fuel capacity	6.8 U.S. gal.
Fuel reserve capacity	1.2 U.S. gal.
Dry weight	513.7 lbs.
Suggested retail price	N/A.

"THE RM-125Z IS THE BIKE FIRST AND FOREMOST."

MOTOCROSS
ACTION MAGAZINE

"Great suspension, smooth power, excellent detailing and a proven record make the RM-125Z the smartest—and safest—buy of 1982.

Suzuki retains its crown for the second year in a row. The RM-125Z is the best all-around 125 for 1982."



June 1982

New water-cooled Full Reed engine:
Full Reed induction and water cooling
give more horsepower throughout
the entire RPM range.

6-speed transmission:
Makes optimum use of engine power
and provides a gear for any condition.

Refillable single gas/oil shock with remote reservoir.
With adjustable damping and preload, the rear suspension can
easily be dialed in to suit all track conditions.

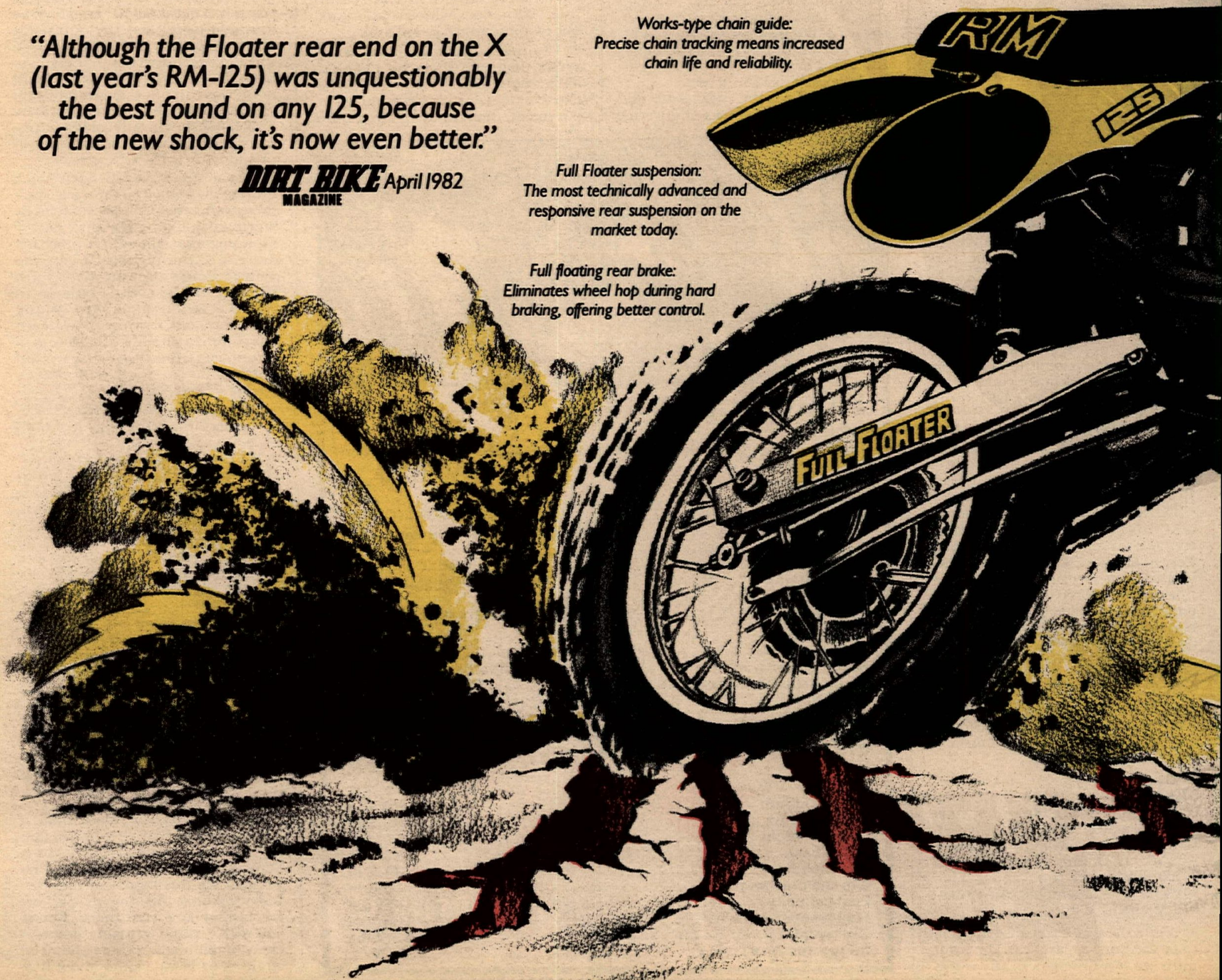
Works-type chain guide:
Precise chain tracking means increased
chain life and reliability.

Full Floater suspension:
The most technically advanced and
responsive rear suspension on the
market today.

Full floating rear brake:
Eliminates wheel hop during hard
braking, offering better control.

"Although the Floater rear end on the X (last year's RM-125) was unquestionably the best found on any 125, because of the new shock, it's now even better."

DIRT BIKE April 1982
MAGAZINE



TO CONSIDER

"Add the smooth motor, sano rear suspension and a full year's worth of testing, proving and product development, and you have a bike that is an improvement over last year's number one bike.

Last year's best is refined and is back at the head of the pack."

MOTOCROSS April 1982
ACTION MAGAZINE

Improved long-travel leading axle air front forks:
Smooths out the worst bumps and improves high-speed stability and overall ride.

Lighter weight:
Being the lightest 125 going means more horsepower on the track.

Straight-pull hubs:
Virtually eliminates spoke loosening by doing away with traditional 90° bend where spoke attaches to hub.

Folding gear shift lever:
Helps protect the lever and transmission.



SUZUKI PERFORMANCE ABOVE ALL

Hangin' out with Andre



500cc MX World Champion Malherbe talks of winning during an injury plagued season, enjoying time off at home, and competition in Europe.

By Tom Mueller

Finding Huy (pronounced Hwee in French) proved no problem. The small town in the southeast portion of Belgium is home for the world's premier motocross rider, 1980 and '81 champion Andre Malherbe.

The train ride from Brussels got one in the mood for the visit, carrying me through the city of Namur, home of the Belgian GP round at the famous Citadel circuit. One small town after another linked the path to Malherbe's home. Narrow, high houses connected together, amidst cobblestone streets, flavored the journey through hilly terrain, at the time sporting a thin blanket of snow.

The French interaction of passengers on the train completed the European impression. Certainly not the kind of surroundings one would expect to find near an American

champ, but that of another environment completely.

Malherbe didn't live far from the Huy train station, as I learned when he pulled up out front in a Honda Accord only minutes after I called him on the phone. I had halfheartedly expected to be escorted to the champion's home in the BMW I had seen him with in a French magazine, but that wasn't possible. "My BMW you see was snatched, the pickpocket," said Malherbe, searching for the right words in English to explain the fate of his car. When I didn't seem to understand, he elaborated. "One night I went to a hotel, and when I came out in the morning car was gone!" At that

point I knew what occurred, just as we turned in at the iron gate which guarded the drive to Andre's 200-year-old Belgian home. Malherbe can't put an exact date on the formation of the white stone manor, as it has been rebuilt in sections through the years. He has owned the house a bit over a year.

We entered through the kitchen area, a bright sun filled room where Malherbe's two large and well-groomed dogs greeted us. A snap of his fingers brought them to a standstill, quashing all my fears of them in an instant.

As we relaxed in Malherbe's living room, which was highlighted by a pink chair and couch, the obvious came to point first—the cast on Andre's left wrist and arm. "It's serious, but just for these bones," said Malherbe as he pointed to his wrist.

Malherbe was hindered throughout the '81 season with a broken wrist which never healed correctly. Now, he has had bone grafted into his wrist from his left hip near the beltline, to help the bones proliferate. "My bones were half strong before the operation, so I should be ready (to ride) soon. I'm going to the doctor in Namur tomorrow. He told me my fingers must be fixed, not moving, so the big cast. Tomorrow he should give me a smaller one on my wrist." If everything goes as Malherbe's doctor plans, he should be back on the track by the middle of March. "March is OK, it's not the time to go to the beach here in Belgium, you can ride but it's still cold. Sometimes the conditions are still treacherous early in the year. I don't want any more injuries. Last year was hard for me, and I still win so I was happy."

Throughout our visit we ran into comical situations where I would try to reduce my English to caveman basics in hopes of easier understanding. The first question I threw his way was returned with laughter. "Oh man you talk too fast for me!" Andre replied. He does converse in English, German and his native language of French, and even with that edge still runs into some barriers.

"I traveled with a German mechanic, and I just speak a little bit of German, and he doesn't speak French or English so it's very hard as nobody was talking my language and I understand nothing, it's very bad. I was pretty happy to come back home."

While some publicized figures shy away from the camera's lens, Malherbe was compliant with every wish, showing me his home and giving ample time for photos while we talked. Just as the business part of our engagement drew to a close, Andre's lovely wife Sabine joined us, quickly asking if I cared to join them for coffee and pastries. As their maid prepared our brew—weaker than usual on my account—we watched a bit of downhill skiing on television, a sport Malherbe enjoys and participates in.

Though off season, Malherbe's schedule still becomes cramped at times. Very punctual in nature, he reminded Sabine and I that we had to leave for Brussels in 15 minutes in order for them to make an appointment. He was gracious enough to offer me a ride back to Brussels with them.

Our first stop once off and down the road was at Malherbe's father's Honda-Kawasaki shop and garage. It's the place Andre got his start years ago, and still the place he stops for gas. Sabine completed gassing the car as Andre took care of the windshield washer reservoir. We were rolling again in minutes, and the 45 minute ride to Brussels gave Andre time to

review the past season.

"It's different," said Malherbe concerning his second 500cc title, "because after the first one you can make something better. The first one was pretty nice because that was what I was expecting. With the second one I was maybe more happy, maybe more satisfied, because I have injury all year. It was a very hard year for me, always problem, and I am still World Champion. I am happy for these reasons."

I questioned Andre about the battle between him and his Honda team-mate, 1979 Champion Graham Noyce of England. The pair jockeyed the points lead back and forth throughout the season with Malherbe getting the edge. "Our relationship was good until Graham came back very close to me. Then it was just competition between us. Never teammates, we found out we are free. Graham can do what he wants and I do what I want. Until he came close to me...not anymore very much relationship, just racing relationship, but nothing bad."

The bikes weren't the difference between Malherbe and Noyce throughout the year, as the works Hondas they both rode were similar. "The bikes are exactly the same but for handlebars and foot support and seats, things like that, just for our own driving style. The engines are the same."

The sport of racing motorcycles is acknowledged much more in Europe than the U.S., especially in Belgium, home of such names as Georges Jobe, reigning 125cc World Champion Harry Everts, MX pioneer Joel Robert, Gaston Rahier and others. Malherbe has been accepted as a top quality athlete by his countryfolk. "They react well. The Belgian people know very much about motocross racing, I think 50 or 60 percent of the people who go to the races know something about the driver and motorcycle."

How about America, the Carlsbad, California, round of the GP circuit? "For me it's OK to travel to the States for just one GP. But we don't have much time between races, I mean we must leave one GP and go directly to the States. The hardest thing for us... (here Malherbe conversed with Sabine in French to gather a thought) I don't care to go to the GP. The hardest thing is the weather, a big difference between here and the States. We don't have time to be ready, to prepare for heat. We need more than one week to ready ourselves. The problem is it is very expensive for the driver from Europe to go to the States, so only the factory driver can do this travel. Every year 12, 15, 16 European drivers, no more. It's normal to have the American drivers there (in GP starting slots)."

Once the race at Carlsbad is over, Malherbe has always had to rush back to Europe to continue with the GP circuit. "We don't have so much free time. I go many times and never had time to travel and see the States."

Malherbe, at 25, is still regarded as a youngster in many racing circles in Europe. Though a World Champion at what would be considered "washed up" age by many in America, Andre sees a difference between his level of competition and that of America's. "I think we ride longer in Europe. An American driver, he can be made champion, he is very good then he is going very fast down. Maybe two years later he is completely down and everyone forgets those guys. In Europe it is different. I am two-time World Champion, I hope I can be on more, you know. Anyway, I try as much as I can. We see (Roger

DeCoster, we see (Heikki) Mikkola, they are around longer than American driver. American drivers come in more young than European driver, they are. I think, not so much motorcycle driver, as they are afraid of nothing, they just go, you know. European driver it's not so much that way, it's more technical."

1980 proved to be the year an American almost came to grasp with a title that has eluded our country so far—a world MX title. Brad Lackey, the veteran GP racer from California, ran hub to hub with Malherbe throughout that season. It came down to the final round in Luxembourg, where the race, and title, fell to Malherbe.

During that race some conflict arose between Lackey and Malherbe, and between those riders and the spectators who lined the fences. "I don't have any problem anymore with Brad. During 1980, except the last two GP's, feelings were not that bad. Then I have problems too. Many supporters of Brad were there (Luxembourg) and I received a small beer bottle, they send me this (Malherbe motions that the bottle was thrown at him). I don't know if it was true about Brad (that things were also thrown at him). It was same for both. This year no problem with Brad. I think people (the press) were exciting the people too much, make tension."

Malherbe shed some light on who will be in for the hunt for a 500cc title in '82. "It's hard to say before the year starts. I think it's going to be Graham (Noyce) again, (Hakan) Carlqvist, and maybe (Jean Jacques) Bruno, because he's coming up. I don't care too much about (Andre) Vromans, because he change bikes (to Suzuki) and it takes time for him to be ready on new bike. Lackey, last year he was not very good, hey? I think he was not angry to win last year. Hard to say about this year."

In the motocross upset of '81, Americans conquered both the Trophee and Motocross des Nations, held in Belgium and Germany, respectively. America's team, comprised of Honda riders Danny LaPorte, Donnie Hansen, Johnny O'Mara and Chuck Sun, went over as a second choice from the U.S.A. They were regarded as a B squad in Europe until they overcame all odds to win. "They were very good. I see only the 250 race (in Belgium) so I can talk only about that. The best (rider there) was Vromans, easy, that's the first thing. The American drivers were very excited, very angry to win. They never be angry like that before, and they never be angry like that in the future."

"I think they were coming to Europe and the people in Europe think 'It is just an American driver, nothing special. They are just here, nothing else.' The Americans were very excited by Roger (DeCoster, who was behind the team's effort) because he really supervised those guys and really wanted them winning. He push very much. They believe in him, they win! He knows racing here, he can help those guys. If I was there (competing) and if (Georges) Jobe was there, I am almost sure Belgium would have won." Both Malherbe and Jobe are Belgians, and both were unable to ride due to injuries.

A career is one thing, but the social side of matters is another. "Sabine knew nothing about motorcycles, about motocross when we met. We travel together, and she learns quite fast." Sabine cast an affectionate look at Andre, both laughed, then Andre continued, "At the races is not really place to meet a girl, do you think?"

Instead of having to force himself to train during off-season, Andre looks at the period as one of relaxation and enjoyment, while still getting the job done. "I don't do anything special just prepare for next season. Train a little bit and take it easy a little bit. Snow ski, every year I go but this year I cannot (due to injuries). I run a little, I drive bicycle, I play tennis, I do many things. I try to enjoy my training as much as possible."

Belgium is known for their top notch MX riders, but Malherbe was hard pressed to name the up-and-comers in his country. "It's hard to say who will win GPs some day. Some drivers are good from 16 to 19, then they are finished, no more progression. They completely come and then more fast go down. We have some riders, like (Erik) Geboers, who are already riding 125 GPs, but other than that hard to say."

Andre doesn't center all his interests around European racing, as he enjoyed riding the Superbikers in 1980 (all-terrain race in California) and still wishes to enter the Trans-USA. "I don't wish to try the Trans-USA, I wish to win, that's different. I want to take one Trans-USA title. I like Superbikers because I have much fun, just for myself. It's different; I even like pavement, it's something new."

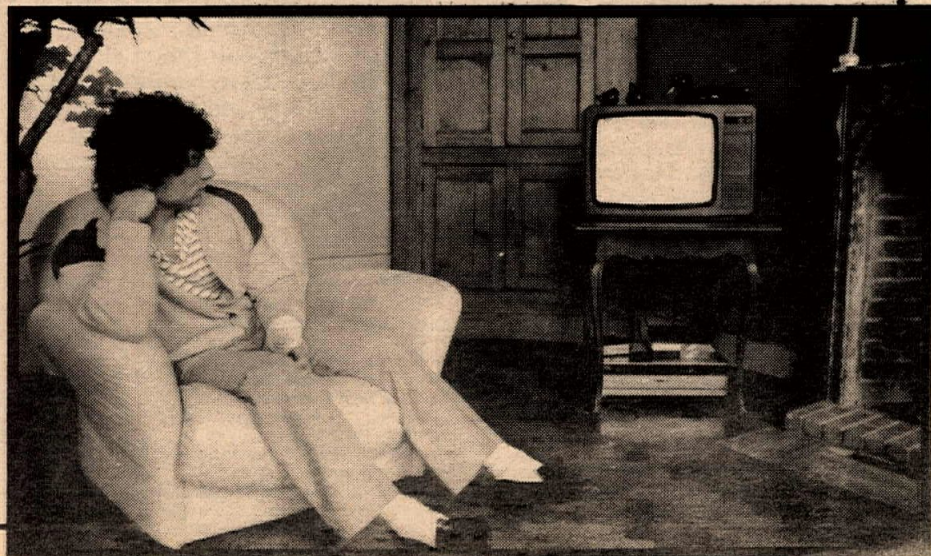
The 500cc class has been his for two years, and Malherbe plans to stay there. The 125 or 250cc GPs aren't in his future plans. "No, never. I think the big bike is the best class, the hardest one. I like to stay where I am, I feel good where I am."

Throughout my visit with Andre and Sabine I was surprised at the friendliness and openness with which they pursued the conversation. According to Malherbe, that's the way it is with racers in Europe. "We are all friendly. We are all friends. We know everybody, we can talk with any other rider, we can have some good times." Malherbe can be seen in French publications doing many crazy things, posing in his underwear, or riding mini bikes off a GP starting line. To that he replied, "It's all for fun."

We neared our destination in Brussels, as the open highway gave way to the compression of the city. Our meeting neared an end, so the last question was posed. Where will Andre Malherbe be in ten years? "What I want to do is impossible. I do motocross racing, and I want to stay and do something in the sport, though maybe I would like to do something different, but I can't say in English." Andre and Sabine again converse in French to come up with an English equivalent. "I like to drive car racing. I am very interested in. Formula. One day, but I have no way to do. I have much money in motocross racing and have a good life, but if I go car racing I must spend much money. So in my situation it is impossible. That's the sport I like best to do. After that it's tennis. I am not that good. I have tried to beat Roger for two years but I cannot. Next time I think I'm going to beat him."

"I look ahead, but I'm not interested in having my own shop or company. I don't know exactly what I'd like to do right now, but other things like that are not very interesting to me."

With that the rush was on, as Malherbe was within minutes of missing his appointment. We bid each other farewell, and as we parted we talked of Andre's bid on his third title. "I want to win Carlsbad, I will win it next year. All I have to do is get used to the heat." With that prediction, we went our separate ways.



Western hotline



Dave Pettigrew led both motos, but an errant DeAnza mudhole was his downfall.

Roark roars at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, MAR. 21

Cool and sunny conditions prevailed today at DeAnza Cycle Park, providing a great day of MX racing. Rick Roark (Hon) took advantage of the spring conditions by riding consistently to take home top dollar in the 250cc Pro class.

The action began with the start of the first 250cc Pro moto when Suzuki-mounted Dave Pettigrew rocketed in front of the pack while pursued by Marty Miller (Hon), Richard Hoffman (Yam) and Mark Ellis (Yam). Much of the action took place only a few turns into the race when Hoffman tangled with another rider, pitching the Yamaha pilot over the bars and out of the race.

Within a few laps, Pettigrew had developed a comfortable lead. A battle over second had developed between Miller and Ellis. Ellis, on the third lap, had managed to sneak by Miller, but Miller retaliated a lap later.

Soon after, Roark had joined in on the fun, picking off Ellis, then setting after Miller. The two — Miller and Roark — engaged in a tight duel for the next few laps, but Miller surrendered his second spot to Roark.

Meanwhile, Pettigrew seemed to be sailing to a sure victory, but with only two laps remaining, he went down in a mudhole. In the final result, this gave Roark the win and second and third to Miller and Ellis.

At the start of moto two, it was again Pettigrew who grabbed the holeshot, hotly chased by Miller and

Roark. During the second lap, Miller had roosted Pettigrew to take over the lead. Miller developed a slight margin over Pettigrew, but Pettigrew began to gain ground on the leader a few laps later.

Pettigrew inherited the lead after Miller's front wheel washed out over a berm, causing him to go down. In the end, Pettigrew managed to keep it together for the win. Roark took second while Miller had to pass Ellis on the last lap to take third.

In the Women's Expert class, it was Kim Douglas (Suz) who had to fend off rival Mercedes Gonzales (Yam) to take home the first-place cash. In the first moto, Gonzales grabbed the early lead ahead of Douglas, Randi Ehrenborg (Suz) and Janice Murray (Yam). Gonzales managed to hold back Douglas throughout most of the race, but Douglas snuck by with four laps remaining. Douglas took the win followed by Gonzales, Karen Leitinger (Suz) and Murray.

Moto two was all Douglas' as she led from start to finish just ahead of Gonzales, Donna Gilio and Leitinger.

Cal Stuebner (Suz) combined a 3-1 score to capture the victory in the 250cc Novice class, edging out Mark Valentino (Kaw), who settled for two consistent seconds. Third went to first moto victor Greg Piorkowski (Kaw).

Results

PEE WEE: 1. David Ochoa (Itj); 2. Kayle Leogrande (Yam); 3. Chris Moore (Suz).
PEE WEE: 1. Aaron Anderson (Suz); 2. Jeff Ratzloff (Yam).
MINI BEG: 1. Mike Michetti (Suz); 2. Troy Moore (Yam); 3. David Thacker (Yam).
MINI NOV: 1. Jeff Mabery (Kaw); 2. Roy Chambers (Yam); 3. Keith Morabito (Yam).
WOMEN NOV: 1. Roxanne Ray (Hon); 2. Patti Stuebner (Yam).
WOMEN EX: 1. Kim Douglas (Suz); 2. Mercedes Gonzales (Yam); 3. Karen Leitinger (Suz).
125 BEG: 1. Mike Magallanes (Yam); 2. Terry Sanderson (Hon); 3. Taki Ohno (Yam).

125 NOV: 1. Steve Cardillo (Yam); 2. Scott Delemeter (Yam); 3. Ted Stuebner (Yam).
125 INT: 1. Mark Horton (Yam); 2. Con Berner (Yam); 3. Doug Davison (Suz).
125 PRO: 1. Randy Yetto (Yam); 2. Rodney Hughes (Hon); 3. Rick Stout (Suz).
250 BEG: 1. Paul Burvel (Suz); 2. Mark Bonotto (Suz); 3. Bill Reynolds (Yam).
250 NOV: 1. Cal Stuebner (Suz); 2. Mark Valentino (Kaw); 3. Greg Piorkowski (Kaw).
250 INT: 1. Don Bazemore (Suz); 2. Kit Palmer (Hon); 3. Paul Krause (Yam).
250 PRO: 1. Rick Roark (Hon); 2. Marty Miller (Hon); 3. Mark Ellis (Yam).
OPEN BEG: 1. Dan Yocuma (Yam); 2. Tim Harlow (Yam); 3. Rick Rogers (Suz).
OPEN NOV: 1. Reynard Rice (Yam); 2. Phil Davy (KTM); 3. Mike Carlo (Mai).
OPEN PRO: 1. Eddie Michetti (Suz); 2. Ron Gibson (Hon); 3. Bill Peltto (Yam).
VET SR: 1. Dennis Rosenberg (Hon); 2. Ed Michetti (Suz).
VET SR: 1. R.D. Tuzinsky (Yam); 2. Albert E. Smith (Yam); 3. Mike O'Leary (Yam).
VET JR: 1. Michael Boal (Yam); 2. James Richardson (KTM).
VET BEG: 1. Paul Burton (Kaw); 2. Timothy A. Joines (Yam).

Hemet top school at Corona night MX

By Kit Palmer

CORONA, CA, MAR. 19

It was another close battle right down to the final turn in tonight's high school motocross action at Corona Raceway. Hemet added 196 points to take the victory only 16 points ahead of the second place school, North. Settling for third with 172 was Arlington.

Mark Decker (Yam) and Bryan Curtis (Kaw) seem to be Arlington's workhorses as they finished 1-2 and 1-4 in the 125 and 175cc Senior classes, respectively. Both times the two battled it out, sometimes side by side, but it was Decker who managed to come out on top. North's Phil Pia (Kaw) and Scott Burns (Kaw) also did business in the 125 and 175cc Senior classes. The two finished second and third in the 125s while in the 175s they took third and fourth.

Mike Dondel of Hemet took top honors in the 100cc Novice class after he took the win each time out. Taking second to Dondel was teammate Ky Keiber (Suz). Dee Dee Ashley of North captured third.

When the gate dropped for the first 250cc Pro moto, it was Australian MX star Stephen Gall (Yam) who jammed into the lead followed by Malcolm Smith's Greg Zitterkopf (Yam), Pomona Yamaha's Jack Scott and Todd Elmer (Kaw). Gall did all he could to shake Zitterkopf, but it was to no avail. By the third lap, Zitterkopf had snuck by Gall to take over the lead. Gall stayed close to the leader, but Zitterkopf had the home field advantage. In the end, it was Zitterkopf who crossed the finish line first ahead of Gall, Scott and Robin Rhodes (Suz).

Like the first moto, it was Gall who roosted into the second moto lead, but Zitterkopf was breathing down his rear fender. On the third lap, Zitterkopf was still hard upon the leader, but Zitterkopf had some trouble through the supercross whoops, losing a few yards to Gall. On the same lap, though, Zitterkopf managed to reel Gall in and pass the leader. From there, the race was all Zitterkopf's as he went on to take the win. Gall settled for second while third and fourth went to Andy Guth (Suz) and Rhodes.

Tony Tompson (Yam) took over the lead on the second lap and never looked back as he won the first moto of the 125cc Novice class. A third in the second moto was enough for the Yamaha pilot to capture first overall. A 2-5 score got Nate Rauba (Suz) an impressive second overall while John Davis (Suz) tallied a 6-2 score for third.

Results

HIGH SCHOOL

MINI NOV: 1. Dino Terracciano (Yam); 2. Mike Dondel (Yam); 3. Greg McPeak (Kaw).
MINI SRS: 1. Jim Moon (Yam); 2. Chad Barnes (Kaw); 3. Greg Flanagan (Kaw).
100 NOV: 1. Mike Dondel (Yam); 2. Ky C. Kleiber (Suz); 3. Dee Dee Ashley.
125 NOV: 1. Wyle Eng (Yam); 2. Scott Mapes (Kaw); 3. Brad Miller.
125 SRS: 1. Mark Decker (Yam); 2. Bryan Curtis (Kaw); 3. Phil Pia (Kaw).
175 NOV: 1. Scott Mapes (Kaw); 2. Tim Brown (Yam); 3. Mark Sybirski (Suz).
175 SRS: 1. Mark Decker (Yam); 2. Phil Pia (Kaw); 3. Scott Burns (Kaw).
250 NOV: 1. Shaun Hanson (Hon); 2. John Elenberger (Suz); 3. Mike Neft (Yam).
UNATTACHED
MINI BEG: 1. Jason Collier (Hon); 2. P.W. Clark (Yam); 3. Gary Trachy (Yam).
MINI NOV: 1. Greg Trachy (Yam); 2. Mike Wiese (Kaw); 3. Kenny Collier (Yam).
125 BEG: 1. Fabian Bucheli (Suz); 2. Roberto Nobua (Yam); 3. Mike Dauerss (Yam).
125 NOV: 1. Tony Tompson (Yam); 2. Nate Rauba (Suz); 3. John Davis (Suz).
125 INT: 1. Don Luce (Yam); 2. Mike Anderson (Suz).
125 PRO: 1. Chris Heinrich (Yam); 2. Todd Elmer (Kaw).
250 BEG: 1. Henry Corry (Suz); 2. Mark Romero (Suz); 3. Ted Groom (Hon).
250 NOV: 1. James Carstairs (Kaw); 2. Dave Pendleton (Yam); 3. Randy Lorwell (Yam).
250 INT: 1. Pat Schreffler (Hon); 2. Rick Vanderham (Yam); 3. Dennis Wooldridge (Hon).
250 PRO: 1. Greg Zitterkopf (Yam); 2. Stephen Gall (Yam); 3. Robin Rhodes (Suz).
500 BEG: 1. Troy Saunders (Yam); 2. Ralph Gerrett (Suz); 3. Michael Eason (Yam).
500 NOV: 1. Mike Roach (Suz); 2. Jeff Sanchez (Hon).
500 INT: 1. Dean Wilkinson (Hon); 2. Paul Schreffler (Hon).
500 PRO: 1. Greg Zitterkopf (Yam); 2. Bryan Brecker (Hon).

Lunde, Vargus post CMC wins at Sunrise Valley

By Bert Valenzuela

ADELANTO, CA, MAR. 21

It was a beautiful day, and the track was in superb condition at Sunrise Valley as Tim Lunde took the overall Pro win on his 250cc Honda. Taking wins in both motos, the young man in red, white and blue leathers breezed around the challenging course while turning blazing times. He led all but the first lap in moto two and the first two in moto one.

Brian Vargus (Open Suz) and Dale Lewis (Open Mai) were closest to Lunde as they dived around the circuit. In moto one Vargus took over second for good on lap seven and repeated the feat on lap nine of moto two to win the Open class. Michael Hair (Yam) went 4-3 to edge out Dave Eropkin (3-4) for the show spot in the big bike class.

Tom Brown finished second in the first moto of the 250cc class but faded to seventh in moto two, dropping to third behind Joaquim Picazo of Simi Valley who used a 5-2 score to hold down the place position behind Lunde. Behind them were Victorville Suzuki's Big Mike Brown just ahead of Suzuki-mounted Jeff Lucas from Poway.

The non-Pro 125s put on a real show as Apple Valley's Johnny Ray literally flew from gate to flag in moto one followed by fellow apple knocker Jim Peterson and Barstow's Tim Riley.

The second stanza started out the same way, but Ray decided to do his weekly plowing on lap three and although he did a masterful job threading his way through the pack, he couldn't overtake the opportunistic Riley. Peterson took third. The final outcome was Ray overall, Riley placed and Peterson took the show spot.

Moor Park's Tony Alessio ran away from the Minis again to take first in both motos with Kenneth Tate running second and Steve Saling taking third ahead of James Tate.

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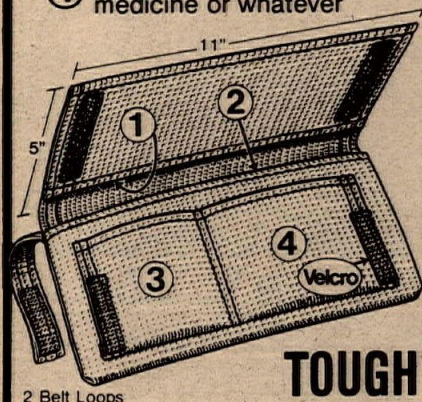


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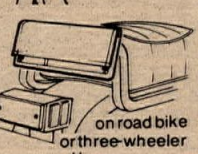
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(Above) The 80cc Novices line up for a Saddleback turn. (Below) Steven Kotajarvi (46) and Bubba Erickson dice at Saddleback's NMA race.



Sam Groce, on his new 250 Suzuki, showed the younger fellas that experience helps. In the non-Pro 250 and Open race he took both motos and top honors for the day. Kurt Dietrich, on his Open Suzuki, and Dale Ream, mounted on a Yamaha 250, swapped places behind Ol' Sam for two and three overall.

Dan Lewis on a 250 Can-Am was right behind Kurt and Dale to take overall fourth and the numero uno among the 250cc Novices. Yamaha-mounted Dave Inkel was right behind Lewis for the second spot in their class followed by Honda-mounted Don Herold of Apple Valley.

Sorry some of you missed out on this experience, but sometimes life's a bummer.

NMA Winternationals plays at Saddleback

By Tom Corley

ORANGE, CA, MAR. 21

Saddleback Park was turned into an anthill of racers as sev-

eral types competed under a welcomed sun and the NMA/Kawasaki Western Winternationals had its grand finale race on the International track. This day was long awaited by the NMA participants who had the chance to win one of the new Kawasaki bikes that were to be given away by drawing. The winners: Steven Kotajarvi of the 9-11 class won a KX80; Sean Delvenne of the 12+ group won the other KX80 and Richie Dobbs won the KX125 drawing for all of the motorcycle entrants.

Many of the top Mini racers started from the Pee Wees, but this year the class is very small since Ronnie Densford moved up recently and King Richard Saxton has become a tough competitor in the Junior Cycle class. Jesse James has moved in and is challenging Chris Pfatenhauer. He took his YZinger after Pfatenhauer's Italjet in both motos but couldn't catch him in today's race. Josh Barker is another new little competitor and he rode his Italjet to third. Greg Skibel was the fourth place rider.

All of the Junior Cycle classes were sent off in waves with most of them having about five riders each. There are a number of riders who came from Arizona, and Jimmy Button from Phoenix is one of them. Jimmy dominated the 60cc Stock Novice 9-11 race. Ronnie Densford couldn't catch him in the first moto and finished second. Dustin Evans did an endo off the line. This put him behind, but he managed third. Jimmy secured the final moto lead while Evans and Densford crashed together with Evans taking second. Button took an easy first place overall trophy ahead of Evans and Densford.

Densford scored perfectly in the 60cc Modified Novice 9-11 race. In the first moto Evans was after Ronnie. These riders took a good tumble in the final moto as the top three riders went down. Ronnie said he ran over another rider in a corner, and he, along with Evans and Button fell. Ronnie and Jimmy took the top positions in the final race. Overall it was Densford, Button, Evans and Wine.

King Richard Saxton won both the Stock and Modified Junior Cycle Intermediate 9-11 classes. The King won all four of his motos.

Shaun Kalos is one of the rocket riders from R&D Racing Engines in Norwalk. Kalos ran away with the 60cc Modified Expert 9-11 race and won both motos. Tommy Clowers and Bubba Erickson were competing in the first moto and started trading places. Erickson got the best of the situation and did the same in the final which earned him second overall.

Kalos did not have a Stock bike so Mike Pascarella battled Clowers and came out on top. Clowers took the first moto win, and Mike was second. It turned around in the final, and Mike was ahead. Erickson's chances were cut short when he fell on the corner by the starting downhill and was caught underneath his Yamaha. Overall finishing order was Mike Pascarella, Tommy Clowers, Steven Kotajarvi and Bubba Erickson.

At the end of the day, Derek Nye was one of the seven riders who walked off with two first place trophies. Derek won both the 80cc Stock and Modified Novice 12+ races. In the Stock race he led the first moto very easily.

Thayne Zito has never raced with the NMA before but he did well. He took second after he passed Gary

Morton on the straight before the finish.

In the final moto, Morton led for half a lap till Nye made his move to take over the lead. Zito was in fourth behind Lance Smith till he made the pass on a corner and charged after Morton. Two firsts won Derek Nye the first place trophy over Morton, Zito and Smith.

Gary Morton took the lead position at the start of the 80cc Modified Novice first moto. Morton had to worry about Zito who eventually caught him and worked by as they were going around Webco Hill. Zito started to tire, and this was good for Nye who was moving up closer and closer till he made the pass on a downhill. Nye took the first wave of the finish flag and Zito and Morton followed.

Chris Lara took his new Suzuki to an average fifth place finish in the first moto but surprised them in the final moto. Lara took the win while the other top riders were crashing. Morton was in second till Lance Smith passed him, and this made up for Smith's first moto crash. Zito was fifth at the start but fell on the first lap. Nye slid out on a downhill and lost at least four positions. He was determined to win and started maneuvering by riders and passed two on the finish straight. Lara had the clean win over Smith and Nye. Nye didn't lose out when the scorers added up the total points. His 1-3 tally won him the top trophy over Lara's 5-1, Morton's 3-4 and Zito's 2-7.

Results

PEE WEE: 1. Chris Pfatenhauer (Ita); 2. Jesse James (Yam); 3. Josh Barker (Ita).
JR CYCLE STOCK 6-8: 1. Jimmy Button (Yam); 2. Dustin Evans (Yam); 3. Ronnie Densford (Yam).
JR CYCLE STOCK 9-11: 1. King Richard (Yam); 2. Jason Collier (Yam); 3. Bobby Dlugos (Yam).
JR CYCLE STOCK 9-11: 1. Mike Pascarella (Yam); 2. Tommy Clowers (Yam); 3. Steven Kotajarvi (Yam).
JR CYCLE MOD 6-8: 1. Ronnie Densford (Yam); 2. Jimmy Button (Yam); 3. Dustin Evans (Yam).
JR CYCLE MOD 9-11: 1. King Richard (Yam); 2. Bobby Dlugos (Yam); 3. Frank Buck (Yam).
JR CYCLE MOD 9-11: 1. Shaun Kalos (Suz); 2. Bubba Erickson (Yam); 3. Steven Kotajarvi (Yam).
80 STOCK NOV 9-11: 1. Lenny Guyett (Yam); 2. Bubba Erickson (Yam); 3. Mark McDonald (Yam).
80 STOCK NOV 12+: 1. Derek Nye (Yam); 2. Chris Lara (Suz); 3. Gary Morton (Yam).
80 STOCK INT 9-11: 1. Mike Pascarella (Kaw); 2. Shaun Wooten (Kaw); 3. Shaun Kalos (Suz).
80 STOCK INT 12+: 1. Mark Toyama (Yam); 2. John Conney (Suz); 3. Shaun Davidson (Kaw).
80 MOD 9-11: 1. Shaun Kalos (Suz); 2. Kyle Lewis (Kaw); 3. Mike Pascarella (Kaw).
80 MOD INT 12+: 1. Mark Toyama (Yam); 2. John Conney (Suz); 3. Shaun Davidson (Kaw).
80 STOCK EX 12+: 1. Bruce Bunch (Suz); 2. Paul Denis (Kaw); 3. Rick Hemme (Suz).
80 MOD EX 12+: 1. Bruce Bunch (Suz); 2. Rick Hemme (Suz); 3. Larry Brooks (Yam).
105: 1. Paul Denis (Kaw); 2. Kyle Lewis (Kaw); 3. Cory Falter (Yam).
125 STOCK NOV: 1. Ron Rogers (Yam); 2. Michael Knapp (Kaw); 3. Randy Maletta (Kaw).
125 MOD NOV: 1. Ron Rogers (Yam); 2. Jim Owen (Suz); 3. Phil Butler (Suz).
125 STOCK INT: 1. Richie Dobbs (Yam); 2. Russ Winkler (Yam); 3. Danny Cantley (Kaw).
125 MOD INT & EX: 1. Russ Winkler (Yam); 2. Richie Dobbs (Yam); 3. Brian Manley (Yam).

Homchick hauls at ARRA Willow opener

By Lori Tyson

ROSAMOND, CA, MAR. 21

At the American Road Racing Association's first meet of the 1982 season, the first trophy of the day was won by mere inches. Three riders — Mark Homchick and Dave Busby on TZ250s and Wendell Phillips on Tom Ballentyne's Katana — battled for the lead until Phillips dropped out on lap seven. This left the war to the two Yamaha pilots. It was a side-by-side finish with Homchick (on a Phil Schilling-sponsored machine) the victor.



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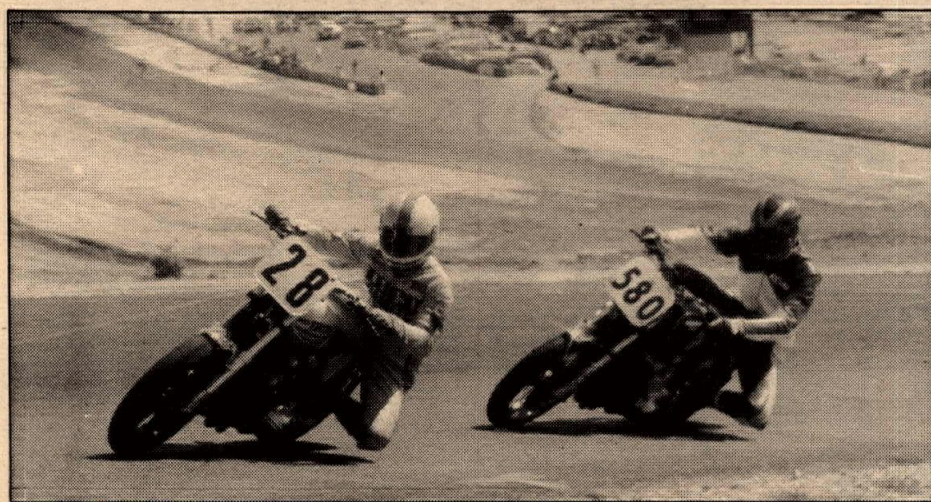
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Open GP winner Rick Mitchell (28) and 900cc 4-stroke GP ace Kevin Peltz.

But behind the leaders there was a great race between 500cc GP competitor Kevin Peltz and Open GP rider Rick Mitchell, with Mitchell taking the checkered to win his class.

The 600cc Box Stock group was the largest class of the day with 27 entries filling the field. But the extra traffic didn't stop San Diego Kawasaki's Steve Sowden from grabbing the lead and holding it to take the trophy. There was a real dogfight over second between Joe Bruscella, Scott Harmala and Mark Redmond. Harmala used the excess traffic to his advantage, trapping Bruscella and Redmond behind slower riders and taking the flag.

After leading the first two laps of 750 and Open Super Street, Dennis Logreco's Katana decided to get airborne in the flat out turn nine sweeper, and he was out of the race. Logreco was just a bit sore, but his poor Suzuki has ridden its last ride.

With Logreco out, Kevin Peltz quickly snatched the lead and went on to a duel with Kevin Bracken. After having some shifting problems, Peltz had to give up the lead to Bracken, but he still won his class.

Peltz grabbed the holeshot in 600-900cc and Open Four-stroke Grand Prix and this time held on to take the overall win. Meanwhile, 600cc class contender Whitney Blakeslee and 900cc class rider Kevin Bracken duelled for second, with Bracken taking it and Whitney a close third to win his class. John Ulrich, on his GPz550, also battled the big bikes as he, Tom Chastain and Tom Sharp went at it for fourth overall. Ulrich won it to take second 600cc.

Champion Moriwaki's Whitney Blakeslee ran away with the win in 600cc Super Street, but the race to watch was between Steve Sowden, Scott Harmala and John Ulrich for the number two trophy. As the race went on, Ulrich's bike started spitting a lot of smoke, and he just couldn't catch Sowden. But he did manage to fight off Harmala to take the third place trophy.

The 750 and Open Box Stock class was also a championship race — Lee Fleming took the victory in this one with a 1:38.1 lap time. Bruce Hammer (on a Cycle Tune-sponsored Suzuki), in his first ever Box Stock race, came out to give Terry Statum a run for his money but ended up giving up second to Statum.

One hundred dollars was the first prize for winning 250cc Grand Prix, and Mark Homchick, Dave Busby and John Glover all wanted it. With 1:34.07 lap times, at the end of the 10 laps, Homchick went home the rich man. Busby took third, and Glover, on a borrowed bike, had to settle for third.

The Open Production race showed Terry Statum again out front, chased by Bruce Hammer and Cycle Tune's new super star Bill Maddox. In the end, Statum took home the trophy with Hammer taking second. John Ulrich was again fighting the 750s with his GPz550 as he dueled with Joe Bruton and Vince Walker. Ulrich turned 1:41s as he led the way to the flags to take his class easily.

Possibly the most exciting race of the day was the last — 450cc Production. Dave Behrendt led the first three laps, followed closely by Ron Hlavka, Clint Whitehouse and Jeff Braucht. But by lap four, Hlavka had snatched the lead and had the other three fighting for second. While Hlavka hung on to his first place spot, Whitehouse, Braucht and Behrendt were wheel to wheel the entire race. At the finish it was Hlavka, with Whitehouse, Braucht and Behrendt, in that order, separated by inches.

ARRA race promoter Earl Smith is no longer an eligible bachelor, as he and his fiancé, Ruth, were married at the track Saturday. Earl inherited Ruth's three girls also, so he'll have no shortage of gate workers.

The next ARRA race is a four-hour endurance race Apr. 3 at Willow Springs, a regular sprint program on the following day.

Results

500 GP: 1. Mark Homchick (Yam); 2. Dave Busby (Yam); 3. Kevin Peltz (Suz).
 OPEN GP: 1. Rick Mitchell (Kaw); 2. Jim Collins (Kaw); 3. Tom Chastain (Yam).
 450 BOX STOCK: 1. John Thornton (Yam); 2. Doug Booth (Hon); 3. Tracy Weed (Kaw).
 600 BOX STOCK: 1. Steve Sowden (Kaw); 2. Scott Harmala (Kaw); 3. Joe Bruscella (Kaw).
 OPEN SUPER STREET: 1. Kevin Bracken (Duc); 2. John Wells (Hon); 3. Donnie Staman (M-G).
 50 GP: 1. John Wells (Hon).
 100 GP: 1. Dr. Richard Trask (Hon).
 250 PRODUCTION: 1. Scott Stevens (Yam); 2. Don Nelson (C-A); 3. Robert Pritchard (Yam).
 CLASSICS I (0-700): 1. Ross Klatt (Nor); 2. John Benson (BSA).
 CLASSICS II (701-OPEN): 1. Ely Schless (Tri); 2. Glenn Hobbs (Nor); 3. Eric Dodd (Nor).
 VINTAGE I (0-550): 1. David Fiorelli (BSA); 2. Marc Johnson (Vin).
 VINTAGE II (551-OPEN): 1. David Breetwor (Vin); 2. Bill Burdett (Nor).
 450 SUPER STREET: 1. Ken Stack (Yam); 2. Jay Tanner (Yam); 3. Randy Drusen (Yam).
 600 SUPER STREET: 1. Whitney Blakeslee (Kaw); 2. Steve Sowden (Kaw); 3. John Ulrich (Kaw).
 750 BOX STOCK: 1. Earl Roloff (Kaw); 2. Brian Stulbaum (Hon); 3. Brian Savage (Kaw).
 OPEN BOX STOCK: 1. Lee Fleming (Kaw); 2. Terry Statum (Suz); 3. Bruce Hammer (Suz).
 125 GP: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Jim Mitchell (Hon).
 200 GP: 1. Mike Fleming (Yam); 2. Scott Waters; 3. Mike Gallagher (Yam).
 250 SUPER STREET: 1. Scott Stevens (Yam); 2. Robert Pritchard (Yam); 3. A.J. Parks (C-A).
 600 4-STROKE GP: 1. Whitney Blakeslee (Kaw); 2. John Ulrich (Kaw); 3. Mark Redmond (Kaw).
 900 4-STROKE GP: 1. Kevin Peltz (Suz); 2. Kevin Bracken (Duc); 3. Tom Chastain (Yam).
 OPEN 4-STROKE GP: 1. Ely Schless (Tri); 2. Glenn Hobbs (Nor); 3. Jim Collins (Kaw).
 250 GP: 1. Mark Homchick (Yam); 2. Dave Busby (Yam); 3. John Glover (Yam).
 600 PROD: 1. John Ulrich (Kaw); 2. Mark Redmond (Kaw); 3. Scott Harmala (Kaw).
 750 PROD: 1. Denny Fryer (Hon); 2. Earl Roloff (Kaw); 3. Brian Stulbaum (Hon).
 OPEN PROD: 1. Terry Statum (Suz); 2. Bruce Hammer (Suz); 3. Bill Maddox (Suz).
 450 PROD: 1. Ron Hlavka (Yam); 2. Clint Whitehouse (Yam); 3. Jeff Braucht (Yam).

NORTHERN DATELINE



Jim Ellis (2) and Joey Schlag fly.

Vlahos, Holmes, Schlag top Sand Hill's weekend of winners

By Bill Spencer

BRENTWOOD, CA, MAR. 20-21

Dick Brandt's Concord Yamaha and Tom Anderson's Sand Hill Ranch got together to make a great Weekend of Champions event that may mark a new concept in motocross racing for the area. All day Saturday for the Amateurs and all day Sunday for Pros with the Golden State Classic concept makes for lots of great racing, and that was the key for the Sunday show with light entries but tremendous levels of competition.

Jeff Verlin came off the first champion of the weekend, winning the 250cc Intermediate class with a swap moto win over George Hoover. Verlin led the entire second moto, winning with a 2-1 to Hoover while third went to Frank Valadao (4-4) and fourth to Mike Petrunt with a 3-7.

The mini battle was fast and furious with Chris Stewart winning the first round of Intermediates and then swapping the second round with Steve Gilbert. Both are nearly out of the range of little kids, and the long uphill cliff run makes them look a little awkward, but the added weight for downside running kept Mike Pascarella at bay.

Gilbert led early in the second moto on his Iron Horse Yamaha but got passed by Stewart at the top of the hill and then spent a lap or so regaining and taking the checkered. Stewart took the overall and extra goodies supplied by Super Seer with Gilbert second. Kevin Maas was top Junior mini kid over Scott Stone and Terry Bostard.

John Powers pulled a 1-2 for the Open Junior win over Scott Baker who had some troubles in the first round but won the second for a 5-1 combo and second over Scott Kinsma and Tom Schroer.

Former mini whizzer Eric Liddell has moved up and took the 125cc Intermediate operation with a 3-1 over John Cook (2-2) and Kelly Mano (1-3) who had trouble with the start in the second round and couldn't make it up in time.

The 125cc Junior class was the biggie with over 30 entries. At the end, it was Scott Cummings off the minis and a double winner on the Hayward Yamaha YZ. Kevin Snider took second with a 2-3 over Marty Cooper and his RM (3-4) with fourth to Jimmy Barnett and Ron Verlin fifth over Phil Grissau.

Sunday broke just like spring is supposed to with fluffy clouds and fastly warming weather for the Pros. Ricky Ryan and the R & D Suzuki were no match for the 125cc crowd with a runaway first moto effort. The 10-year competitor will turn 16 on June 6 and will join the National tour for the last half of the lightweight wars. Steve Vlahos was the closest in the first 30-minute event over Mike Whalen and Scott Castaneda while the second round got underway with the same sort of operation, but only for the first two laps.

The Pro course combined the cross country and marathon places with Godzilla Hill, that is a thriller if you haven't seen it. Rick flattened the bottom part of the rear tire somewhere on the course, and within two laps, he had given up first to Vlahos but wasn't about to give up the ride.

Despite the lack of good control, he continued and gave it his best shot, even on the downhill that had him flying over 40 feet. It was quite a show. Vlahos took the second round with a good win and the overall bucks while Whalen kept cool for second and that overall spot as well. Bret Stevens took third with a 6-3 count, and Steve Richards was a high flying fourth with a 5-4. Ryan came in for fifth with a 1-9 and a round of standing applause at the truck.

An intermission between each Pro round saw Pete Dill keep his recent National Vet wins unblemished, taking marvelous Mike Yarn to the cleaners. Mauri Satola chased Ken Klein to the payoff window for the Junior trophies, while Tony Flores proved to be unbeatable in the Mini Expert portion.

The 250cc Pro show was a real thriller throughout and kept one and all attentive for both of the 30-minute motos. Mike Holmes never looked better in his career and took both wins on his new South Bay Suzuki RM250Z. He was chased throughout by Lance Burgess from Eureka on a very fast KX250.

It was Alex Jorgensen out to thrill the pack in the early laps riding another RM with lots of Hi-Point clothes and maybe a new look for the Ascot TT. Holmes, working on the flat tracker who stays in shape by MXing, took over past the halfway mark. He had a great line off the high flying Godzilla Hill that was a major attraction to the crowd who stood mostly with their jaws hanging. The sight of two and three abreast dropping off this cliff to a nearly 100-foot jump followed by another very fast jump and a mile straight was too much.

Holmes pulled his ND-sparked/Tsubaki-chained mount off to a good sized lead with Burgess coming on strong toward the end to grasp second from Jorgensen with Brian Jodry hanging in for fourth over Doug McRae.

In the second round, Burgess got a good start and diced with Holmes for a few laps until Mike made a little boo boo and wound up being the chaser. The two were almost one for a number of laps until Holmes did a handstand on the bars but saved a sure get-off with strength and an act of God. He then paid a lot of attention to smoothness and picked the pace up, catching and passing Burgess in a low berm shot corner that was prime.

As the laps wound down, he went up and won by a wide margin of at least two seconds. That was as far apart as the two had been all the second round. McRae brought in

third for his YZ with a 5-4 while Scott Rebeck recovered from a bad first round start for fourth with a 7-3 over Brian Jodry (4-6) and Jorgensen (3-9).

Gene Hrobsky kept most of the Old Timers at bay, winning the Expert portion, with John Jorgensen (that's the papa) keeping him honest. Craig Bostard proved that not all the kids got the brass, winning over Dave Milani in the Novice section.

The Open Pro show was a KTM benefit with the two top factory riders on hand for a swapfest of great, slyish riding. Donnie Cantaloupi appears healed from a shoulder injury, and Joey Schlag is spectacular. Both are ready for the Open Nationals.

Donnie won the first moto with Joey a distance in second, but both were 30 seconds up on Honda support rider Jim Ellis. They had lapped through about fifth by the end of the day. Joey gave Don some competition throughout the first moto but may have scared himself at one point when the two flew off Godzilla, and he got in a tank slapper on the second jump and rested for the checkered.

In the second round, it was a no-rest affair. By the third lap, they were long gone again with Joey doing the leading and Donnie the following. Joey held the point until the checkered and took the overall with Cantaloupi second by nearly a minute over Ellis. Lance Coleman took home fourth overall with a pair of fours on the new KTM (and that may mean a new KTM dealership in the Coleman clan of Stockton). Wayne Archer was fifth on his YZ490 and the only rider not to have been lapped while Jerry Brandt beat out Craig Christian despite some badly leaking forks.

Results

250 INT: 1. Jeff Verlin (Suz); 2. Geo Hooser (Yam); 3. Frank Valadao (Hon).
250 JR: 1. Randy Canale (Hon); 2. Danny Sill (Suz); 3. Dave Minjares (Suz).
MINI INT: 1. Chris Stewart (Kaw); 2. Steve Gilbert (Yam); 3. Mike Pascarella (Kaw).
MINI JR: 1. Kevin Maas (Yam); 2. Scott Stone (Yam); 3. Terry Bostard (Yam).
OPEN INT: 1. Randy Okada (Hon); 2. Scott Johnson (Yam).
OPEN JR: 1. John Powers (Suz); 2. Scot Baker (Suz); 3. Scott Kinsman (Hon).
125 INT: 1. Eric Liddell (Yam); 2. John Cook (Kaw); 3. Kelly Mano (Yam).
125 JR: 1. Scott Cummings (Yam); 2. Kevin Snider (Yam); 3. Marty Cooper (Suz).
OT INT/PRO: 1. Gene Hrobsky (Hus); 2. John Jorgensen (Suz).
OT JR: 1. Craig Bostard (Suz); 2. Dave Milani (Mai); 3. Glenn Pruitt (Suz).
MINI EX: 1. Tony Flores (Yam); 2. Steve Gilbert (Yam); 3. Marty Cooper (Yam).
VET: 1. Pete Dill (Mai); 2. Ken Klein (Suz); 3. Mairi Satola (Hus).
125 PRO: 1. Steve Vlahos (Suz); 2. Mike Whalen (Yam); 3. Bret Stevens (Yam).
250 PRO: 1. Mike Holmes (Suz); 2. Lance Burgess (Kaw); 3. Doug McRae (Yam).
OPEN PRO: 1. Joey Schlag (KTM); 2. Donnie Cantaloupi (KTM); 3. Jim Ellis (Hon).

McElroy McWins second Flying W's Spring MX

By Wretched Racer

WINNEMUCCA, NV, MAR. 14
Reno Expert Al McElroy made his reappearance on the northern Nevada motocross scene, winning the Open Expert class at the second event of the Flying W's Spring MX series. McElroy's red 'n' gold Maico stayed in front every lap of both motos so that there was no doubt about his dominance.

The Flying W's used the Calder Cycle Park one more time by greatly revising the track layout again. There were some really tricky sections including one uphill double-hump where the higher the skill level of the rider, the more conservatively he approached it.

Beside the new track design, a steady rain nearly all day added to the complications by adding a few slick spots and making goggles useless. This time, *everybody's* machine was water-cooled.

The first Open Expert moto, the bunch behind McElroy rehearsed their tumbling act in the first turn. Don Simonian (Yam) came up in second for a lap only to be reeled in by Jay Heying (Mai). The order stayed that way until the checkered fell.

Second big-gun moto, it took three tries (and the referee making Heying start backwards for his overeagerness) to get underway. McElroy repeated his wire-to-wire lead, followed by Dan Dossey (Yam) and Brian Butler (Yam). The pack pretty much just freight-trained around to finish their time at bat without much drama.

So the overall results for the Open Experts went: McElroy (1-1), Dossey (3-2) and Heying (2-4). Although it must have been thrilling enough for the riders, the Open Expert show was a bit tame for the spectators. We saw big action, though, in the smaller Expert classes.

Among the quarter-liter types, Mark Levrett (Yam) was the only starter to avoid the first turn pile-up. However, Robbie Hadlock (Suz), Ty Erquiaga (Hon) and Jeff Cloutier (Kaw) quickly recovered and ran Levrett down. After Levrett conked out to DNF on lap five, his pursuers finished in the above order.

In moto two for the 250s, Erquiaga's holedshot lasted only a quarter of a lap before Hadlock got by him. Cloutier's KX began making odd noises, and the front brake hose came adrift, so he circulated off the pace in third.

To entertain himself, "Crazy" Cloutier jumped the dread double-hump. He was the only racer I saw to even try it during the competition, though Junior Leonard Hornbarger made it in practice. Hornbarger had flattened his rear tire doing that, and Cloutier scared himself enough to decline an offer to try it again for the cameras.

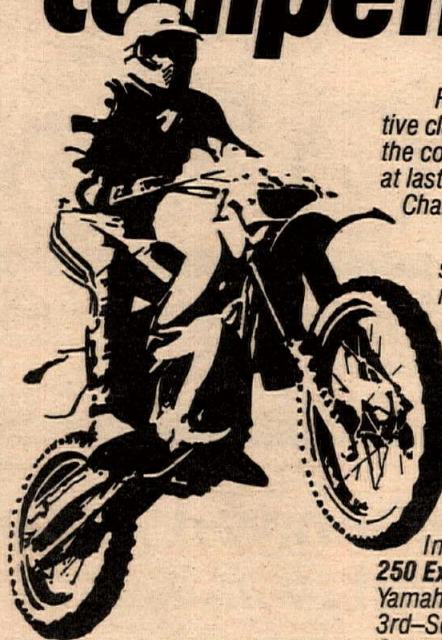
Meanwhile, at the head of the pack, Erquiaga tangled with a lapped rider and creamed himself to DNF. Levrett DNF again, too, so Hadlock and Cloutier wrapped it up 1-2 for the moto and the overall scores.

The 125cc Experts put on a great show. Ty "The Fly" Erquiaga got the holedshot first moto followed by Chuck Beck (off his usual KTM and on a YZ) and Robbie Hadlock. Jeff Cloutier had been pushed off the track in the first turn. Cloutier came back to third by the end of the first lap after pressuring Hadlock until he bobbled. Then Erquiaga drove off the track letting Cloutier by into the lead until he ran off the track twice and then fell in a ditch, giving the race back to Erquiaga.

Second 125cc show, Beck got the holedshot with four other top Experts so close behind, a blanket could have covered them all. They stayed that way for three hot laps until Erquiaga disappeared on the back of the course dropping out of contention. Then Hadlock also disappeared back there, coming out in last place. He charged back hard, nipping by Cloutier and Shannon Harjes (Yam) to challenge Beck for number one.

Hadlock applied pure muscle to punch by Beck. Beck tried to return the favor and got knocked down hard for his pains. Cloutier closed in on top of Hadlock to pressure the leader but ultimately had to settle for number two again.

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125 Expert Class: 1st-Drey Dircks, Suzuki; 2nd-Tom Tait, Yamaha; 3rd-Pat Imbriale, Suzuki.

250 Expert Class: 1st-Bobby White, Yamaha; 2nd-Brian Hayes, Yamaha; 3rd-Scott Stallard, Yamaha.

Open Class: 1st-Jay Perkins, Yamaha; 2nd-John Imbriale, Yamaha; 3rd-Ken Schlosser, Honda.

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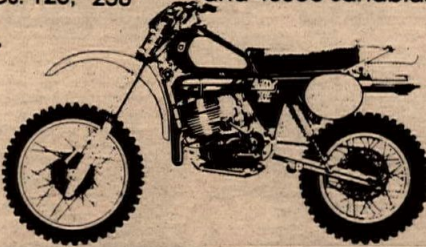
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NORTHERN DATELINE



Phil Larson won both 250 and Open Pro at SIR's Dealer's Challenge.

The next Flying W's motocross, and the last of their Spring series, will be April 11, followed by the big series awards ceremony at the Iron-horse Casino in Winnemucca. Come on join the fun!

Results

80 NOV: 1. R. Drago (Yam); 2. L. Moore (Suz);
3. B. Elder (Yam).
80 JR: 1. D. McCombs (Yam); 2. C. Kay (Kaw); 3. J. Helming (Yam).
80 EX: 1. D. Zehner (Yam).
125 NOV: 1. C. Harjes (Yam); 2. T. Arndell (Suz);
3. J. Helming (Suz).
125 NOV II: 1. B. Roberts (Yam); 2. J. Puliti (Kaw);
3. K. Marshall (Hon).
125 JR: 1. B. Larson (Yam); 2. K. McRae (Yam); 3. G. DelCarlo (Yam).
125 EX: 1. R. Hadlock (Suz); 2. J. Cloutier (Kaw);
3. T. Erquiaga (Hon).
250 NOV: 1. C. Wear (Mai); 2. T. Alexander (Yam); 3. T. Martin (Suz).
250 NOV II: 1. J. Hallahan (Suz); 2. S. Hoagland (Yam); 3. J. Driskell (Hon).
250 JR: 1. M. Meiras (Yam); 2. K. Brown (Hon); 3. J. Brown (Suz).
250 EX: 1. R. Hadlock (Suz); 2. J. Cloutier (Kaw).
OPEN NOV: 1. G. Sciarini (Hon); 2. R. Frock (Yam);
3. D. Ohi (Mai).
OPEN JR: 1. M. Bloemke (Yam); 2. L. Hornbarger (Mai); 3. L. Caudle (Mai).
OPEN EX: 1. A. McElroy (Mai); 2. D. Dossey (Yam);
3. J. Heying (Mai).
VET NOV: 1. T. Wissenbeck (Mai); 2. J. Joly (Yam);
3. K. Winschell (Yam).
VET JR: 1. B. Jones (Mai); 2. A. Bray (Mai); 3. T. Hall (Hus).
VET EX: 1. R. Wyant (Suz); 2. H. Myers (Mai).
OT NOV: 1. B. Manning (Hus); 2. B. Caudle (Mai);
3. B. Hylton (Yam).
OT JR: 1. A. Aja (Mai); 2. J. Helming (Suz); 3. J. Werth (Yam).
OT EX: 1. R. Marshall (KTM); 2. R. Bogue (Mai).

Larson, Highland Honda smoke Dealer's Challenge at SIR

By Clay Light
Photos by Brian Barnes
KENT, WA, MAR. 13-14

Highland Honda took the honors for the top shop placings at the annual Dealer's Challenge at Seattle International Raceway. Phil Larson (Highland Hon/Hon Support) added the icing to the cake with his wins in both the 250 and Open Pro classes,

going for three of four moto wins. Larson swept the Open Pro class with a 1-1 but had to settle for second behind teammate Bob Buffaloe in moto two of 250cc Pro.

It rained like only in the movies, coming down in buckets all day and making for some horribly messy racing. The sand turned soupy for the Pros on Sunday, while the Amateurs got the better of the days to race (Saturday), but also ran their final moto on Sunday.

The largest of the Pro classes was the 250s, at 30 riders, although when the start of the moto came up, only 20 graced the gate. Husqvarna rider Eric Eaton was one rider heavily favored to win, but he took a spill that resulted in a broken arm. In moto one it was Larson who came smoking out of the gate to lead over John Christian, Jr. (Bellevue Yam), Tom Moen (Skagit Yam) and Tom Poage (Highland Hon). Larson wasted very little time disappearing from the others while Christian, Moen, Poage and Nathan Pippert (Hon) dived it out behind. The soup was getting the best of the majority of the riders, except those determined not to let it do so. Larson, a superb all around rider, was lapping riders by the midway point in the race and by now the field had thinned down to a 15-rider pack. At the white flag it was Larson, Christian, Poage, Moen and Pippert, who held position at the checkered.

Moto two was staged in a complete downpour. Larson again spurred into the lead over Buffaloe, Bruce Irwin (Suz/Yam Northwest) and Jimmy Anderson (Moto-X Fox/Yamhill Yam). Anderson got by Irwin for third but ran into trouble when faced with the task at getting by Buffaloe, who in turn took Larson for the lead when Phil dropped it in the slop.

In 125cc Pro action, moto one had 19 riders enter turn one amidst the sloppy conditions. Eric Hall (LOP/Yamhill Yam) led the pack over Cory Klaudt (Seattle Hon), Stacy Thornton (Bellevue Yam) and Anderson. Hall's lead lasted only a lap as the



Even in deep mud, racing was close at the Dealer's Challenge.

young LOP rider yielded to Anderson when Jimmy moved through traffic, taking command over Thornton, who settled into second place in the early going. Anderson opened up a tidy lead and was the only rider to stay clean in the mess until getting roosted by lappers at the halfway mark. Klautt held a steady line in third place throughout the entire moto with Hall, Lance Richotte (Enumclaw Suz) and Mike Larson (Highland Hon) trailing.

Moto two, Anderson gated poorly, and Thornton took advantage to blast the pack with an early lead, one that was stretched and seemingly out of reach for the Moto-X Fox rider. Anderson moved through the quagmire to snag a third place at the flag behind Thornton and Klautt. Fourth went to Kenny Almquist (Enumclaw Suz) and fifth to flat tracker Lars Trulson (Federal Way Suz).

The Open Pro class was the smallest of the three Pro classes, but had the least DNFs. The bigger bikes had the least difficulty getting around the sloppy track which had mud to the cases. Larson smoked off the line in moto one over Mark Gregson (Yamhill Yam) who rode a 1980 Yamaha and Christian. The three out-classed the pack to pull away. Up front it was a Larson/Gregson duel, proving that Gregson is capable of a comeback after a long layoff. Larson pulled away in the later going, but Gregson held off hot-shot rider Christian to the flag to take second. Fourth went to Moen (Skagit Yam) and fifth to Eugene Tom (Aurora Cycle).

Larson again went to his familiar position at the start of moto two. Christian held a steady pace in second all the way but couldn't catch Larson who was unstoppable and gave all the riders in the class one view of him (from behind!).

Results

PEE WEE A: 1. Jeff Daily (Yam); 2. Brant Bergstrom (Yam); 3. Louis Aron (Yam).
PEE WEE B: 1. Justin Stanning (Yam); 2. Boris Portnoy (Yam); 3. Amy Anderson (Yam).
80 A: 1. Todd Hoover (Yam); 2. Dennis Dolquist (Yam); 3. Rick Simmet (Yam).

80 B: 1. Jim Schaler (Yam); 2. Sam Mutch (Yam); 3. Ricky Kelley (Yam).
100 EX: 1. Brad Chester (Suz); 2. Brad Miller (Yam); 3. Jamie Clendenen (Yam).
100 B: 1. Les Yocum (Suz); 2. Tracy Bethel (Suz); 3. Brent Delay (Suz).
125 EX: 1. Jeff Chapman (Kaw); 2. Brian Leonard (Hon); 3. Denny Fennell (Yam).
125 B: 1. Todd Hoover (Yam); 2. Mike Brist (Suz); 3. Kevin Whytl (Suz).
250 B: 1. John Clayton (Yam); 2. Eric Linde; 3. Todd Meixner.
250 EX: 1. Jeff Birkestol (Yam); 2. Soctt Zerr (Suz); 3. Rick Weidman (Hon).
OPEN EX: 1. Sam Fetterly (Suz); 2. Ted Devol (Mai); 3. Peter Treadwell (Suz).
OPEN B: 1. Tom Jones (Hon); 2. John Clayton (Yam); 3. Richard Merritt (Suz).
OTH A: 1. Tom Lansford (Hon); 2. Rick Kelley (Yam); 3. Garry Roestel (Hon).
OTH B: 1. William Youny (Suz); 2. Lyle Fox (Suz); 3. John Collum (Yam).
OT: 1. Ken Shardrow (Hon); 2. Bob White (Hon); 3. Allen Rikke.
OPEN PRO: 1. Phil Larson (Hon); 2. John Christian (Yam); 3. Tom Moen (Yam).
250 PRO: 1. Phil Larson (Hon); 2. Bruce Irwin (Suz); 3. Nathan Pippert (Hon).
125 PRO: 1. Stacy Thornton (Yam); 2. Jimmy Anderson (Yam); 3. Cory Klautt (Hon).

Wick a winner at Idaho ST

By Marty Gregory

CALDWELL, ID, MAR. 20

Caldwell, aside from being the county seat of Idaho's richest agricultural county and having the only spotlight on I-84 between Oregon and New York, now has a new status symbol — Idaho's only indoor motorcycle races!

Following the inaugural event two weeks ago, the Owyhee Motorcycle Club has put things together with the Canyon County Fair Board and the City of Caldwell to offer regular events on the one-eighth-mile short track set-up at an indoor horse arena. This, the second race, saw considerable improvement in the track and an increase in the number of racers. The action was even faster and more furious than last time!

The track was somewhat longer and (OMC is learning) much harder and better for sliding. Club President Ed Clark said that no special soils were added but that considerably less H₂O was used this week. The result-



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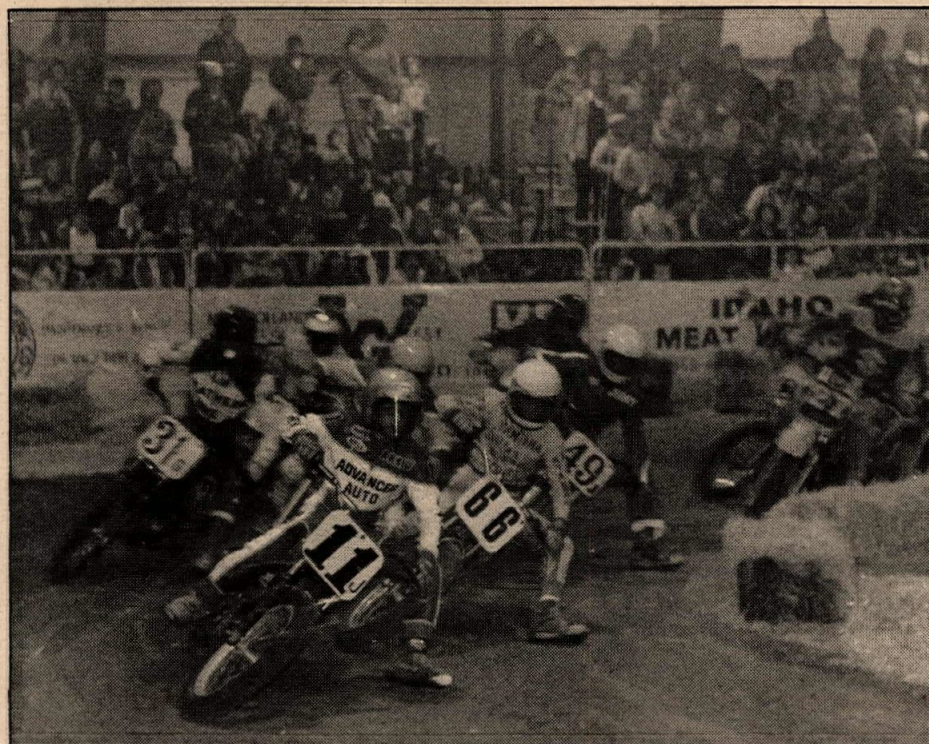
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NORTHERN DATELINE



Arnie Wick (11J) took the 250cc Expert lead in Caldwell's first corner.

ing surface made for some real Class C sliding and (if you weren't careful) a bite of lunch at the Hay Bale Cafe.

Ask Pete Keller about that. Pete came out smokin' in the 125cc Expert main and was holding a slim lead over number one plate Darrell Murphy and "Rapid" Rodney Reynolds (250cc number one plate). Keller slipped a bit, got passed by both Murphy and Reynolds, and (don't it always happen just when yer tryin' to catch up?) ate it. Just wait till next week! Huh, Pete?

Pete's boss, Dick Rockrohr of Cycle Nuts and Bolts, rode Pete's Honda to a solid third in the 125cc B event. Another CN&B employee, Al Larson, showed some class by staying out of the way after a slide out took away his chances in the main.

The 250cc Expert main featured 10 transfers from the heats and semi. Lew Alter, riding a CN&B Bultaco, wasn't quite up to it for this race and fell behind early. Sentimental favorite Denny Lee (Yam) had to restart his semi three times to get here, and it turned out he finished fifth or so.

Up front, Arnie Wick, all the way from Osborne in north Idaho, "wicked" it on to take home the 250cc money for the second time in as many races. Arnie was not without competition from Rick Henson and Rod Reynolds, however. And, finishing a decent fourth was motocrosser Mark Olberding.

Wick didn't have such an easy time in the Open Expert main. Lew Alter, Jr., on a Honda 500 track bike, showed 'em why he's number one around here. Lew was cool and consistent while Wick bobbled a corner, and Jerry Moore (Hon) also made a small error which took him out of contention. Short track races are won and lost through miniscule mistakes.

Moore had whupped the "pass of the night" on Alter in their heat race earlier, however. He came inside where there was no room, made some, and motored away. It was beautiful.

Results

PP: 1. DeeDee Ashley (BSA); 2. Mitzie Drishell (Yam); 3. Lois Harpham (Yam).
 PEE WEE: 1. Rusty Brown (Suz); 2. Chris Kelley (Suz); 3. Robbie Aldrich (Suz).
 MICRO MINI: 1. Pat Lovelady (Suz); 2. Bart Jordan (Suz); 3. Joe Winnett (Suz).
 MINI BG: 1. Chester Goodman (Hon); 2. Jerry Thompson (Hon); 3. Brian Hale (Kaw).
 MINI EX: 1. Rich Thruston (Kaw); 2. Toby Ashley (Hon); 3. Corey Barton (Suz).
 125 BEG: 1. Rich Thruston (Hon); 2. John Goodman (Hon); 3. Dick Rockrohr (Hon).

125 EX: 1. Rod Reynolds (Yam); 2. Darrell Murphy (Hon); 3. Roy Ahnstedt (Suz).
 250 BEG: 1. Shon Ashley (Kaw); 2. Gregg Allington (Yam); 3. Rick Stone (CZ).
 250 EX: 1. Arnie Wick (Hon); 2. Rick Henson (Yam); 3. Rod Reynolds (Kaw).
 OPEN BEG: 1. John Jurkovich (Hon); 2. Roger Reed (Mai); 3. Roger Slack (Yam).
 OPEN EX: 1. Lew Alter, Jr. (Hon); 2. Rod Reynolds (Yam); 3. Curt Harpham (Mai).

A Smart Hollister win

By Bill Spencer

HOLLISTER, CA, MAR. 14

It was a smart Charlie Smart who took home the winning brass at the annual Los Gatos M.C. hare scrambles, held on the upper ranch of Hollister Hills OHV park in very muddy and wet conditions, after Pat Brown whiskered a plug and had to wait for a wrench to get it fired. The original course was to have been over 14 miles on the grassy slopes, but after a hard storm overnight, was shortened to 12 miles leaving out the famed John Frazier hog back downhill. It was likely a good thing, too.

The three row start for the two and a half hours early session including the Open Experts and Juniors in the front, followed by Old Timers and Veterans and then the 250 and 125s. At the shotgun blast, it was Katy-bar-the-door in an ever present drizzle with Conrad Stitser just ahead of Brown and his SK Cycle Maico.

That battle was a three-man affair for the first half with most of the track a well used model. The outgoing trail led over the hill climb area, down along the pit creek and over the hill to the motocross area. Following some of the fire trails were lots of downhill that spelled doom to many. Almost 30% were out before the first lap was done, showing the difficulty of the slime.

Just past the 28-minute mark, Brown sailed through the counters with a lead on the troops of over a minute. Smart, John Haaker and Bob Windham were all close with Charlie Halcomb trying to move up after about eight crashes. At the 32-minute mark, Gary Vanderpool came through as the first Vet Expert. All the first five were covered so badly with mud that they had to be stopped to record the numbers off their Coors jerseys.



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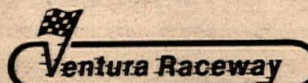
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The second lap around saw Brown stop for fuel and still go out with a two-minute lead over Halcomb, Smart and Jeff Irwin. Stitser had suffered many fall downs and had dropped back while Paul Bostrom had fallen so hard, he had knocked himself out and was in the bushes for a few minutes. He came through almost 20 minutes off the pace while Vanderpool stopped for fuel and still got out almost one and a half minutes up on Scott Davis.

The race was now down from about 150 to 30 riders as Brown came through to start his fourth lap with a two-minute lead on Smart who was moving up well and not falling a lot. That almost seemed to be the key, finish well by not falling. It wasn't a matter of going fast, it was simply going. The lap times increased as the constant rain muddled up matters.

Vanderpool and his Hi-Point/South City KTM came through on lap three with a six-minute lead, and in the top 10 overall, while Davis stopped with a flat tire and was ready to quit until a crew from Iron Horse Cycles begged, borrowed and put him back in the hunt. Bostrom came through just in front to take over second by a minute with Davis all pumped up and wheelieing out of the pits to try and regain his spot.

At the two hour and 10 minute mark, Brown came through for the start of lap five. The fun was to watch how many could get through the time mark, or who would want to and not just wait for the checkered to appear. Some 32 minutes back was Smart on his Hi-Point Yamaha with Halcomb about another minute back and less than that was Irwin who had his glasses cleaned.

Vanderpool was expected at this mark to be the only other guy to get in on the five laps, or want to, but he never appeared from the course, walking in with the ignition gone and a very disappointing DNF instead of a sure win. Old Timer Expert Ray Hinson rode his Sluice Box/ND KTM in, vowing not to go another lap and then rode across the checkered for a third in class.

At the appropriate time of 36 minutes, figured for the last lap, it was a no-show for Brown. Smart took the accolades for first overall on his Sierra Cycles YZ490. Halcomb copped second with a smile while Irwin did a great job for third on the JK Cycle Honda. Brown came in for fourth with the plug tale. Haaker, Windham, Ramsey and Stitser rounded out the top eight with former TT star Bostrom adding his second straight Vet Expert win here. Davis limped in with yet another flat rear tire for second in class over Peter Bierwith.

Ron Dotson rode the steady pace for the first Old Timer Expert over Dennis Hausmann on his Hi-Point/MPC Maico. Rory Muscatel recently joined the Vet ranks and won the Junior portion. Ed Brown took second over Danny Bowden while John Balzer came down from Idaho to win Old Timer Junior on his 200 Honda over Karl Ryser.

Bill Reed was tops in the Open Junior over Paul Ryan and Chris Riddle while Duke Dowell converted to a Bendict RM Suzuki for the 250cc Expert win. Mike Muldoon rode his 250 Yamaha to first Junior, and Randy Pearson topped the 125s.

Results

OPEN EX: 1. Charlie Smart (Yam); 2. Charlie Halcomb (KTM); 3. Jeff Irwin (Hon).
OPEN JR: 1. Bill Reed (Yam); 2. Paul Ryan (Yam); 3. Chris Riddle (Yam).
VET EX: 1. Paul Bostrom (Hon); 2. Scott Davis (Mai); 3. Pete Bierwith (Hon).

OT EX: 1. Ron Dotson (KTM); 2. Dennis Hausmann (Mai); 3. Ray Hinson (KTM).
VET JR: 1. Rory Muscatel (KTM); 2. Ed Brown (Mai); 3. Danny Bowden (Yam).
OT JR: 1. John Balzer (Hon); 2. Karl Ryser (KTM).
250 EX: 1. Duke Dowell (Suz).
125/250 JR: 1. Mike Muldoon (Yam); 2. Randy Pearson (Suz).
OPEN NOV: 1. Charlie Lozier (Hon); 2. Mark Maier; 3. Neal Notaro.
OT NOV: 1. Jack Shields (Mai); 2. Harry Reed (Hus).
125 NOV: 1. Manny Orneales (Kaw); 2. Jack Roberts (Yam); 3. Doug Franklyn (Yam).
VET NOV: 1. Mike DeMaree (Kaw); 2. Herm Pulyer (Hon); 3. Jerry Heath (Yam).
250 NOV: 1. Jim Zack (Hon); 2. Matt Vulk (Mai); 3. Clause Holm (Hon).

Losh leads Sacto Jammers mud-o-cross

By Dianna Lenerd

SACRAMENTO, CA, MAR. 14

Mother Nature was certainly present at the Jammer Jambo-ree at Prairie City OHV Park. If trophies were given out for the most troublesome factor at a race, she would have won double first in rain and mud classes, as she created a shift lever deep mud-o-cross. Mud hens or anyone who like mud pies should have been there. Some of the intrepid motocross riders that braved the elements, like Randy Losh who got first in the Open Expert class, didn't even bother to slow down for good ol' Mother Nature. In the 250cc Expert class, Brian Jodry took first and Spoof Pena took first in the 125cc Expert class.

Some of the problems the riders had was completing one lap in under 10 minutes. Even the flag people had trouble with the mud.

In the 80cc class, the referee and the riders decided to only run one moto. The winners of that moto were; 80cc Junior, Kelly Andries, and 80cc Novice, Terry Cox. The reason for this decision was that they were concerned about not having enough life guards on duty.

The Old Timer and Vet classes were combined to make a total of 10 determined mud-o-crossers. As the checkered flag fell on the second moto five mud covered participants oozed across the line. The whereabouts of the remaining five is still in question.

The 125,250cc, and Open Novice classes had the largest number of finishers, although whether this was because they were the better swimmers, paddlers, or racers has yet to be determined. It's a controversy which may never be settled.

Many hours of preparation went into the creation of a new track which could have been a motocross spectacular, but Mother Nature decided a mud-o-cross would be a just reward for trying to replace her with a water-truck.

Results

OT NOV: 1. Paul Minor (Yam).
VET NOV: Bob Rivenbark (Yam); 2. Charles Colard (Kaw); 3. Richard Long (Kaw).
OPEN EX: 1. Randy Losh (Mai); 2. Jerome Heiberger (Mai); 3. Troy De Herrera.
125 NOV: 1. Scott Rohrs (Suz); 2. Frank Wilder (Suz); 3. Robb Forsberg (Suz).
125 AM: 1. Davin Mornings (Suz); 2. Cris Heyman (Hon); 3. Frank Sigrist (Suz).
125 EX: 1. Spoof Pena (Hon); 2. Mark Zeissler (Suz); 3. Shane Gunnson (Hon).
80 NOV: 1. Terry Cox (Yam); 2. Paul Park (Yam); 3. Robby Hermanek (Yam).
80 AM: 1. Kelly Andries (Hon); 2. Jason Mackenroth (Suz); 3. Rodney Freeman (Yam).
250 NOV: 1. Bay Navarrette (Kaw); 2. Curtis Dias (Suz); 3. Ron Haley (Kaw).
250 AM: 1. Sean Grtheer (Yam); 2. John McCapes (Yam); 3. Derek Wells (Hon).
250 EX: 1. Brian Jodry (Suz); 2. Dean Schultz (Hon); 3. Pete Langley (Hon).
OPEN NOV: 1. Jeff Thompson (Mai); 2. Barry Taylor (Yam).
WOMENS: 1. (TIE) Joyce Ford (Hon)/Julie Hartenback (Suz).

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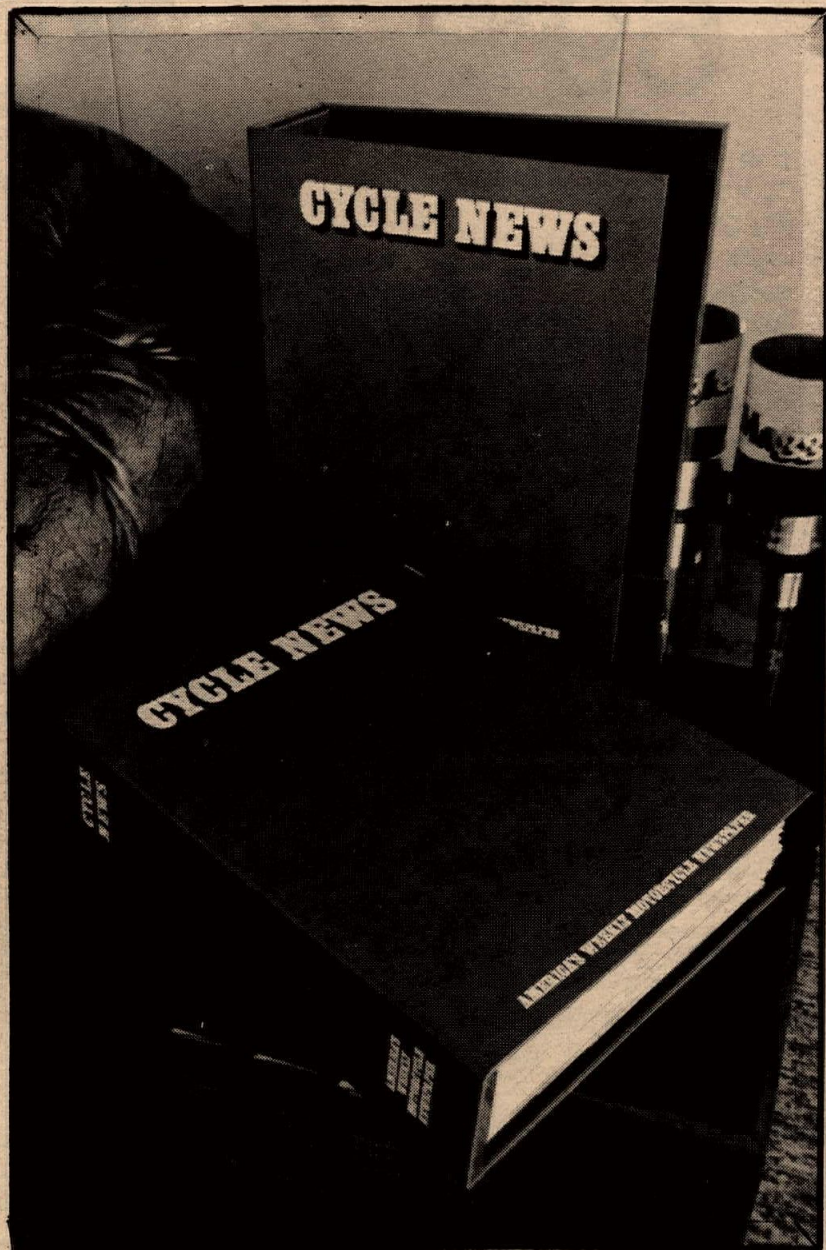
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NORTHERN DATELINE



Dwane Timm looked good winning 250cc Junior at Woodland's MX.

Watilo, Tyler, Woolsey win at Woodland MX

By Jan Newman
WOODLAND, WA, MAR. 13

Umbrellas were out in abundance today as a persistent drizzle muddled the track and dampened the enthusiasm of a lot of participants at Woodland today. Rob Watilo (Yam), Scott Tyler (Mai) and Emery Woolsey (Hon) survived the elements to take the Pro class wins.

The 125 and Open Pro classes were run together due to the small numbers. Competition was not really hot in either class. Arne Hettman (Hon) nabbed the 125cc holeshot but yielded to Watilo in one lap, and the race was over to the flag. Watilo rode alone in the second moto for an easy win.

The Open class consisted of Emery Woolsey and Mark Johnston who brought their Hondas from Montana on a combined business and racing trip. Woolsey led the entire first moto. In round two, it appeared as if Johnston would have his turn until he scooted out on a turn and killed the engine.

Tyler's 250cc Pro win was a little harder to come by. David Hettinga (Yam) led off the first moto, but Tyler took over on the second lap. Tyler had a good lead on the fourth lap when he laid it down, but he wasn't far enough ahead to keep from losing out to Hettinga. Tyler took over again after a couple of laps and held it to the flag. Tommy Wilson (Suz) held third all the way.

When the gate dropped for round two, Wilson put his nose in front. Tyler shuffled through to second and made a charge for the lead as they approached the tunnel jump on the first loop. They were side by side and drifting to the edge of the approach when Tyler decided Wilson could be

first. The alternative appeared to be eating the fence.

At the end of the first lap, Tyler came out of the woods in front and held the lead until he dumped it in the turn at the end of the whoops. When he got going, Wilson was in the lead. That didn't last long, though. Wilson went down over the tunnel jump and dropped to last. On the next lap, both Watilo and Hettinga moved by Rick Bozarth (Hus) to form the top three for the rest of the moto.

Apparently you're never too old to be a clown. Larry Sause (Hon) held off the advances of Jim Lamkin (Hon) through the entire first Old Timer moto. In the second race, Sause led the first half, but Lamkin moved by not only Sause, but the Over The Hill riders in front of them. Lamkin had just taken the white flag when his Honda stopped, out of gas, at the end of the whoops. When Sause slowed for the turn, Lamkin, without batting an eye, threw his leg over Sause's Honda, and they went out of sight over the tunnel riding double. Sause took the checkered alone and when asked later what happened to his passenger, he said, "He wouldn't stay behind me in second where he belonged so I dumped him."

Results

PEE WEE: 1. Sarah Straw (Yam).
MINI JR: 1. Richie Walters (Yam); 2. Mark Baumgardner (Suz); 3. Shawn Shevel (Yam).
MINI INT: 1. Dell Smith (Yam); 2. Dawn Piazza (Yam); 3. Jim Myren (Yam).
100 JR: 1. Koli Myklebust (Suz); 2. Craig Clark (Yam).
125 JR: 1. Richie Lee (Yam); 2. John Bean (Kaw); 3. Chuck Goodrich (Kaw).
125 INT: 1. Darryl Waddle (Suz); 2. John Woodley (Hon); 3. Craig Timm (Hon).
125 PRO: 1. Rob Watilo (Yam).
250 JR: 1. Dwane Timm (Hon); 2. Delane Jordan (Yam); 3. Craig Austinson (Suz).
250 INT: 1. Dave Eakin (Hon); 2. Kris Oval (Hon).
250 PRO: 1. Scott Tyler (Mai); 2. David Hettinga (Yam); 3. Rob Watilo (Yam).
OPEN JR: 1. Roger Knight (Yam); 2. Mike Hickman (Yam); 3. Jeffery Snow (Hon).
OPEN INT: 1. Gregg Zander (Yam); 2. Tony Cabodi (Yam); 3. Jim Lamkin (Hon).
OPEN PRO: 1. Emery Woolsey (Hon).
OTH A: 1. Roger Knight (Yam).
OTH B: 1. Mike Hickman (Yam); 2. Jim Wood (Hon).
OT EX: 1. Larry Sause (Hon); 2. Walt Drake (KTM); 3. Vern McCall (Yam).
OT AM: 1. Jack Burgoyne (Hus); 2. Billy Tester (Mai).
OT NOV: 1. Charles Burchinal (Hon).



Mud wasn't the only obstacle racers contended with at Redding MX.

Hooper rules Redding racing

By Delbert Longbrake
REDDING, CA, MAR. 14

It's not every day a new MX track opens up, so when a race schedule for the Redding motocross made the rounds, it was definitely worth a trip to check it out. And besides, being from Oregon, it would be nice to visit the land of Coors beer, sunshine and pretty girls.

Just a few mile east of town lies the Redding motocross. A track approximately one and half miles long winds through a long valley. It is obvious that promoters Bob Flemming and Brent Davis are serious about their motocross, having installed a 40-rider, individual, backward falling starting gate, and a small but effective two-story scoring and announcing tower.

All preconceived concepts of California were washed away with the torrential downpour which covered the region Sunday morning. The track was extremely muddy, and at least 20 riders decided to spare their bikes and bodies the agony of northern California mud. Seventy-five riders threw all good sense to the wind and prepared to race.

The Experts, who were all combined into one class, headed for the starting line; however, none had the enthusiasm of Jake the retriever. But when the gate fell, everyone went for it anyway. Ferndale rider Tim Phillis put his 250 Honda into first, with 125cc Expert Mark Rockson and 250cc Expert Tim Mulvey close behind. 490 Maico rider Larry Hooper was in fourth after just about everything went wrong for him at the start line.

While waiting for the start, Larry's throttle stuck. Hooper's tuner, Dennis Lee, frantically wailed on the stuck mechanism, but in doing so he dropped Larry's goggles into the mud. The stuck throttle slide dropped at the same time as the starting gate, so Larry was away with no goggles, almost sure disaster in the mud.

Riding nearly blind, Larry moved into second on the second lap and into first by lap three when he passed Phillis on a slick uphill section of the track. The order at the finish was Hooper, Phillis and Mulvey.

As the second set of motos was getting underway, the sun came out, and it warmed up nicely. Sure enough, a few Coors were popped open, and a couple of pretty girls even walked by! Jake was snoozing in the sunshine, seemingly bored now that it had stopped raining.

"Disco Dennis" Lee had Hooper's throttle working "Mega smooth," and Larry was carrying his own goggles before moto two. But none of this seemed to help him get to the first turn any faster, for getting out first was Mulvey. For three laps Hooper chased Mulvey, but on the fourth lap he made his move.

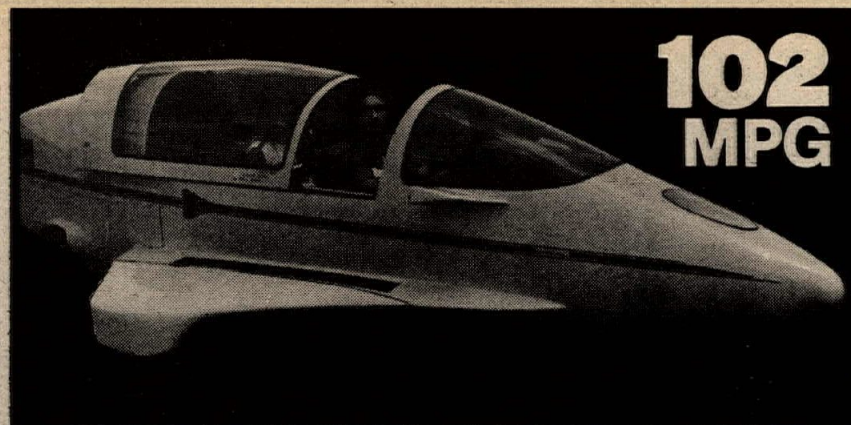
In a fast left-right turn combination, Larry set Tim up beautifully, squaring early in the right-hander. The spectators saw the whole move unfold before their eyes, and everyone knew it was going to work. It did, and Larry zapped Mulvey for first, which he held to the flag. In third place and charging hard was Phillis. But despite a most determined look on his face, Tim just couldn't catch Mulvey, and he had to settle for third. "I should have gotten him," he stated after the moto. Hooper, meanwhile, was digging the grit out of his eyes, happy that it was all over.

The people responsible for the Redding MX definitely know their business. The entire program was run professionally and went off without a hitch. Helping to make a good thing better was Hi-Point and Sierra Racing Products, both of which donated contingencies to the winners.

A good announcer, a good concession stand and a great group of spectators put the frosting on the cake. But it would be hard to expect less from a track which has stereo piped into the spotless restrooms which just happen to be built on a semi truck!

Results

EX: 1. Larry Hooper (Mai); 2. Tim Mulvey (Suz); 3. Tim Phillis (Hon).
MINI: 1. Brian Famuliner (Suz); 2. John Dunkin; 3. Brian Dierlsen (Kaw).
60: 1. Ely Sluder.
80 JR: 1. Tommy Seidel.
80 EX: 1. Don Church (Yam).
125 NOV: 1. Eric Borrer; 2. Dexter Hayhurst (KTM); 3. Don Lucre (Yam).
250 NOV: 1. Kevin Knox (Suz); 2. Will Coates (Yam); 3. Gregg Duralin (Suz).
OPEN NOV: 1. Ronnie Naylor (Suz); 2. Richard Smith (Suz); 3. William Gratteau (Suz).
VET NOV: 1. Edward Chess (Yam); 2. Tim Elder (Hon).
VET JR: 1. Ken Kullusen (Hon).
OT JR: 1. Fred Pariani (KTM).



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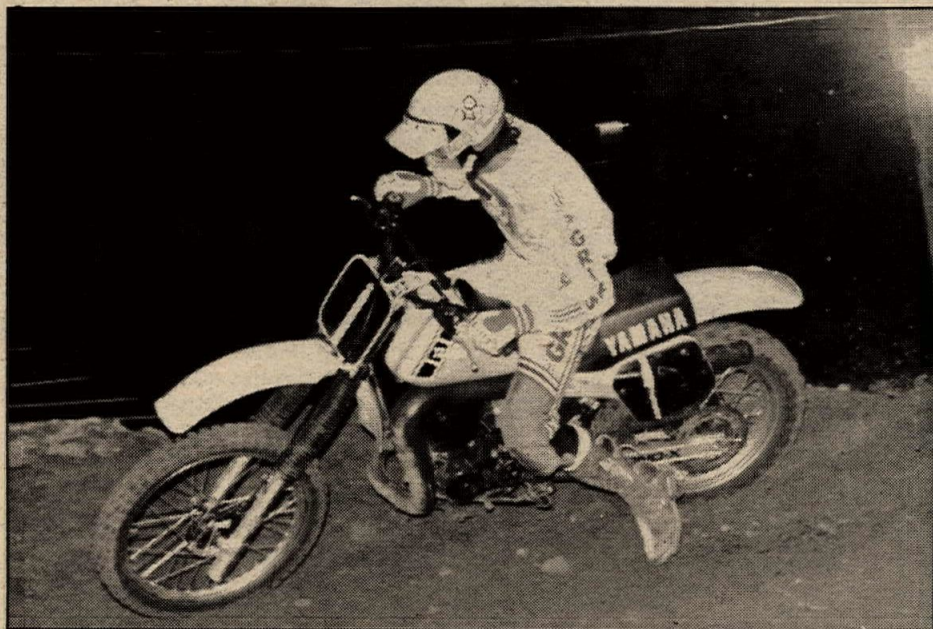
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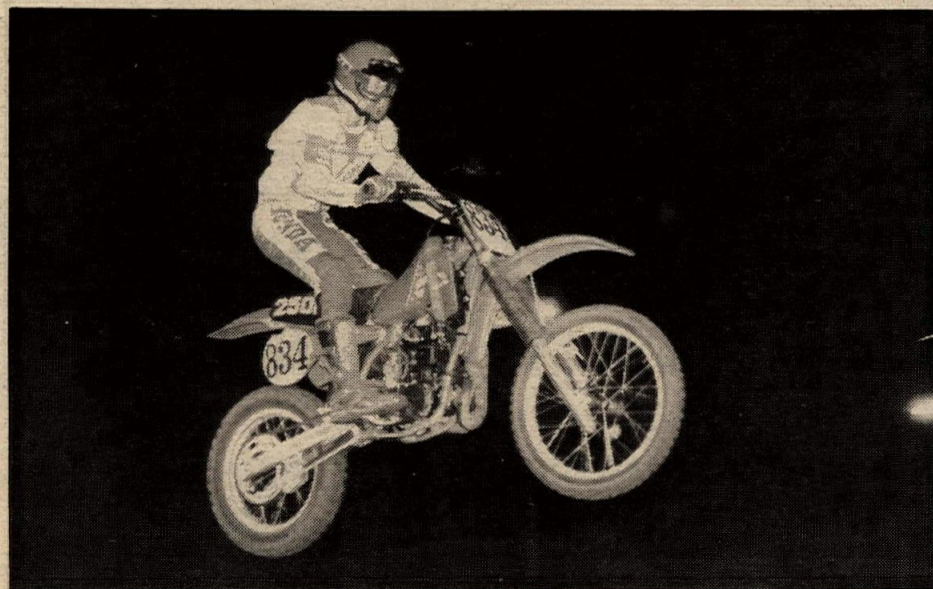
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Steve Stackable powered his way to the Expert win at River City's night MX.



Jack Beckham was second in River City's Expert class on a 250 Honda.

Butler, Rakestraw, Ellis excel at Wolfcreek MX

By Charlie Wiese

RIO VISTA, TX, MAR. 14

"Nowhere else but Texas," can be said of Buck Terry's Wolfcreek motocross. The Terrys not only put the "big bucks" (over 3,000) on the line, they offered savings bonds to the Novice and Intermediate class winners. "Putting the fun back in racing," which has been said by more than one promoter, is also accompanied by the Terry family exclusive, "We greatly appreciate you."

The program today got off to a bang and ended up in much the same manner as Experts bumped bars for big bucks. In 125cc action, "Too Tough" Tim Butler (Yam) had the winning combination while Mark "Peaches" Rakestraw (Yam) controlled the 250cc riders. As the sun disappeared, "Captain Cobalt," Jimmy Ellis (Hon), powered his red rocket to overall honors in Open Expert competition.

Round one of Expert action began with 20 125cc riders rubbing elbows in turn one. Moving to the lead early was Team WRW's "Killer" Carroll Richardson (Yam) whose return to racing has been a prosperous one. Following closely and moving by near the end of lap three was the Killer's teammate, "Too Tough" who powered his borrowed machine to the lead and eventual win while

Richardson raced in an easy second. Third was Arlington Honda's Dennis "Max" Brand while Kirk Dillon (Suz) powered his loan-a-bike to fourth.

Round two had Richardson setting the pace ahead of the pack as they charged into turn one. The Killer continued as "Too Tough" began measuring the competition in second with Dillon third and "Comeback" Kyle Landrum (Kaw) on the move in fourth. As round two progressed, so did Butler. Tim moved to the lead on lap three as Landrum also moved by early leader, 15-year-old Richardson. The "Too Tough" pace had Tim on top as the checkers came out. Landrum was a strong second ahead of Richardson, Dillon, Rodney "Wiggie" Wiginton (Yam) and Steve "Pacer" Pate (Kaw).

Nick "The Stick" Cordova (Hon) became the pacesetter as the 250cc Experts rounded turn one with more talent than the Grammy awards at his rear fender. Cordova continued holding the field at bay on his Honda support/Trail West Honda until lap four when he soil sampled his way to fifth. Darren "Spoiler" Rhoten (Yam) took over command on his WRW mount while Husky's Davey "Boner" Jones styled in second ahead of Trail West's "Cruise Control" Craig Riddle.

Bar bumping continued with Rhoten spoiling his way to the round one win while Jones controlled second; Riddle held on to third ahead of Carter Yamaha's Mark "Peaches" Rakestraw, Butler and Cordova.

In round two, Rakestraw was out to make up for lost time and money as he grabbed the holeshot ahead of

Jones, Landrum, Riddle and Butler. Rakestraw continued as the competition tried to catch his dust. Rakestraw made winning look easy and profitable as Riddle moved to second ahead of Landrum, who got quicker with each lap, and Jones, who held off hard-charging Butler. Rhoten was charging from behind before his yellow bird broke a wing.

Open Experts were like the anchor person on a news team — when they put a wrap on the day's racing, it was definitely spectator worthy and then some. Round one had Rhoten going for the daily double on his WRW YZ. Rhoten was out to earn a day's pay as he held off "Captain Cobalt." Rhoten and Ellis played me and my shadow after Ellis moved past early threat Rakestraw.

Rhoten appeared up to the task as Ellis remained in second until fate waved its mysterious hand. Rhoten did a nose dive in one of many soft, sandy corners, and Ellis took command while Rhoten remounted for second ahead of Rakestraw.

Round two was very much like round one, only Ellis passed Rhoten while he was upright. Ellis was spectacular with Rhoten coming closer to old form with each race. Rakestraw enjoyed third ahead of Dallas Yamaha's Steve Mulholland.

Results

MICRO MINI: 1. Travis Motley (Yam); 2. Charlie Winn (Yam); 3. Michael Hicks (Yam).

MINI JR: 1. Roy Schellenberger (Yam); 2. Chip Chandler (Suz); 3. Tommy Hall (Kaw).

MINI SR: 1. Keith Foytik (Suz); 2. Brandyn Ready (Kaw); 3. Jason Upshaw (Yam).

100: 1. Chris Parker (Suz); 2. Brent Carrizales (Yam); 3. John Gibson (Suz).

OVER 30 INT: 1. Mike Franks (Kaw); 2. Roger Olson (Yam); 3. Alan Davis (Suz).

OVER 30 EX: 1. Randy Long (Yam); 2. Jack Siegrist (Yam); 3. Cody Williams (Yam).

BEG: 1. Ron Spratlen (Yam); 2. John Robinson (Yam); 3. Lonnie Beasley (Kaw).

125 NOV I: 1. Dan Olson (Yam); 2. Chad Calvert (Kaw); 3. Larry Bench (Yam).

125 NOV II: 1. Monty Bland (Yam); 2. Bobby Cornillon (Yam); 3. Larry McClish (Yam).

250 NOV: 1. Shawn Sewell (Yam); 2. Kent Spencer (Yam); 3. Marshall Turman (Yam).

OPEN NOV: 1. James Goreman (Hon); 2. Danny Herrin (Hon); 3. Mike Pierce (Hon).

125 INT I: 1. Mark Filler (Hon); 2. Skipper Beavers (Suz); 3. Russell Brown (Yam).

125 INT II: 1. Bryan Abernathy (Kaw); 2. Gary Bench (Yam); 3. Paul York (Yam).

125 EX: 1. Tim Butler (Yam); 2. Carroll Richardson (Yam); 3. Kirk Dillon (Suz).

250 INT I: 1. Kyle Lewis (Hon); 2. Russell Brown (Yam); 3. Mark Nelson (Suz).

250 INT II: 1. Roger Schellenberger (Yam); 2. Kevin Jacobs (Suz); 3. Marvin Shockey (Yam).

250 EX: 1. Mark Rakestraw (Yam); 2. Craig Riddle (Hon); 3. Davey Jones (Hus).

OPEN INT: 1. Greg Williams (Yam); 2. Matt Bracken (Yam); 3. Eric Berg (Yam).

OPEN EX: 1. James Ellis (Hon); 2. Darren Rhoten (Yam); 3. Mark Rakestraw (Yam).

Stackable stars at River City night MX

By Donald Mueller

AUSTIN, TX, MAR. 12

The beginning of this year's racing at the River City night motocross marked the return of numerous nubile nymphs — otherwise known as flag girls. The huge turnout made many spectators wonder if they were at a day race during an unpredicted solar eclipse caused by the planetary alignment. The track was watered immediately prior to the first race and stayed wet most of the night.

The 125cc Novice and Mini Junior classes, most of whom had little, if any, experience riding in mud, sloshed all over the track. Some resorted to tracing the dry edge of the track, trying to avoid falling into the trenches. Certain photographers did as much bike dodging as the racers themselves.

In the 250cc Novice class, Mark Mohs got the hole-ooze on his Suzuki, followed by Paul Horton on his Honda. Mohs went down in a berm

and was back to fifth, leaving Horton in the lead, followed by Jim Kinared and Steve Blackwell on a Yamaha. Mohs worked his way back up to second, but both he and Kinared went down coming down the hill. Mohs' bike didn't run well after that, but Kinared was able to work up to a fourth place finish. At the checkered it was Horton, Blackwell and Darell Decker.

Steve Blackwell took the holeshot in the second moto but was immediately passed by Mohs and Lynn Bailey on a Yamaha. Blackwell fell back to fourth when he was passed by Paul Horton, who proceeded to pressure Bailey, finally taking second on the inside. Blackwell finished the race in sixth, good enough for second overall. Paul Horton took the lead from Mohs, while Bobby Horton played leapfrog with Rocky French's Honda for fifth. French won out and took fourth from Jeff Kaye at the checkered flag, led by Horton, Mohs and Bailey.

In the Open class two riders went down in the first turn, but coming out in front were Mike Beers on a Suzuki, Brian Zettner and Steve Cardwell on a Yamaha. Beers fell back to fourth, while Zettner held a narrow lead over Cardwell. Soon riders were out all over the track, some stalled in the mud as others employed the over-the-handlebars nose-plow maneuver. As the leaders began to catch up with the slowest riders, Cardwell took Zettner on the inside. Beers passed Marvin McKim for third, where he finished. Coming in fourth was Butch Jennings on a Honda.

Cardwell took the early lead in the second heat. Zettner came on in the back straight to pass but lost the lead again to Cardwell. Zettner worked hard the rest of the race to regain the lead but simply didn't have the power. Jennings ran third the whole race, followed by Beers.

David Stutts went down at the start of the Expert class race, perhaps numbed by the nictitation of the nubile nymph who started the race. Hunter Carothers took the holeshot on a 250 Yamaha, tailed by Steve Stackable, Rick Blackwell, John Ham and Jack Beckham, both riding Hondas.

Beckham jumped past Ham. Carothers slipped, coming up in third. The order remained the same throughout the race, until the checkered flag, when Beckham moved inside on the last berm to take third.

Stutts took the holeshot in the second moto, followed by Ham and Blackwell. Stutts went over a berm and came up next to last. Stackable led by the end of the lap, followed by Carothers, Ham and Beckham, who repeated his first-moto tactic and jumped past Ham. Carothers went down in a berm and came up sixth, while Blackwell came from behind to fill in the second-place gap. Blackwell's luck didn't hold, however, as he came off a jump front wheel down and injured his wrist. Ham went over a berm, giving Lee Dubose third for the race. Stutts finished with two fifths and third overall.

Results

250 NOV: 1. Paul Horton (Hon); 2. Steve Blackwell (Yam); 3. Lynn Bailey (Yam).

OPEN: 1. Steve Cardwell (Yam); 2. Brian Zettner; 3. Butch Jennings (Hon).

250 INT: 1. Rob Ashton (Suz); 2. Robert Krock (Yam); 3. Rusty Burns (Hon).

MINI-MINI: 1. Derek Hanson (Yam); 2. J.D. Fuller (Yam).

MINI JR: 1. Derek Hanson (Yam); 2. Bart Fuller (Yam); 3. Jason Krempin (Yam).

OVER 30: 1. Bill Kasson (Yam); 2. Wylie Evans (Hon); 3. Lester Munson (C-A).

EX: 1. Steve Stackable (Yam); 2. Jack Beckham (Hon); 3. David Stutts (Yam).

125 INT: 1. Carl Beers (Suz).

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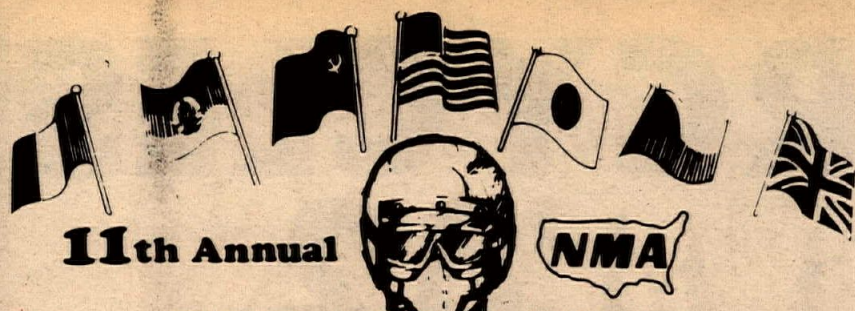
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	9 to 11 yrs	Nov. & Inter.	0-61cc	Stk. & Mod.
MINICYCLES	Thru 11 yrs	Nov. & Inter.	0-83cc	Stk. & Mod.
	12 to 16 yrs	Nov., Int., Exp.	0-83cc	Stk. & Mod.
	9 to 11 yrs	Open	0-105cc	Mod.
	12 to 16 yrs	Open	0-105cc	Mod.
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	16 to 18 yrs	Schoolboy Sr.	100cc	Stk. & Mod.
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5/2	M/San Jose, CA
5/8	H-M/Gardena, CA
5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28-29	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

4/24-25	Pontiac, MI
5/8	Kansas City, MO
7/17	Los Angeles, CA
TBA	San Diego, CA

AMA National Motocross Series

4/4	Orange, CA/125-250
4/18	Lake Whitney, TX/125-250
5/2	St. Petersburg, FL/125-250
5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghamton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

AMA Superbike Road Race Series

4/18	Riverside, CA
5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA/Budweiser Grand Prix Endurance Road Race Series

4/17-18	Riverside, CA
5/15-16	Sonoma, CA
7/17-18	Seattle, WA
7/31-8/1	Lexington, OH
8/14-15	Elkhart Lake, WI
10/9-10	College Station, TX

AMA National Enduro Schedule

Eastern Region

5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

4/25	Sterling, IL
8/22	Lansing, MI
9/5	Waukegan, IA
10/3	Evansville, IN

Western Region

5/2	Crescent City, CA
5/9	Alamo, CA
5/16	Redding, CA

AMA One-Day Qualifier Series

4/4	Maplesville, AL
4/18	Athens, OH
5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedules

AMA/Dragbike!

4/18	Palm Dale, CA
4/24-25	Jackson, TN
5/15-16	Fremont, CA
6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
7/10-11	Rockford, IL
7/17-18	E. Irvine, CA
7/31-8/1	St. Louis, MO
8/TBA	Belle Fousche, SD
9/4-5	Syracuse, NY
9/11-12	Columbus, OH
9/25-26	Commerce, GA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

4/10-11	Gulfport, MS
5/15-16	TBA
6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

4/24-25**	Atlanta, GA
5/1-2	Gainesville, FL
5/29-30	Epping, NH
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18****	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Fremont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA
* Pro Stk Only	
** Top Fuel Only	
*** Fun Bike Only	
**** Pro Stk & Fun Bike Only	

SCORE/Pernod Race Schedule

6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

World Champion- ship Road Race Series

5/2	Austria
5/9	France
5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Champion- ship Endurance Road Race Series

5/16	Italy
6/13	Germany
6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Champion- ship Motocross Series

4/4	Belgium
4/25	Austria
5/2	Italy
5/9	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden

250cc

4/18	Switzerland
4/25	Spain
5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

4/25	France
5/2	Holland
5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

4/4	Italy
4/18	France
5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Champion- ship Trials Series

5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team White City, England
8/28	Individual LOS ANGELES, CA
12/11	Pairs Liverpool, Australia

Other Major U.S. Events

10/31	The Superbikers Carlsbad, CA
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Other Major Events Abroad

6/5-11	Isle of Man TT
	Isle of Man
7/4	Vila Real TT
	Portugal
8/21	Ulster GP & TT
	Ireland
9/5	Trophee des Nations
	Germany
9/12	Motocross des Nations
	Switzerland
9/19	Coupe des Nations
	Italy
9/19	World Long Track Championship
	Korsko, Denmark
9/20-25	Povaska Bystrica, CZE
	Czechoslovakia

National Road Runs

5/28-30	National Championship Field Meet
	Great Bend, IN
9/4-5	National Championship Poker Run
	Binghamton, NY
9/11-12	Eastern Championship Timed Road Run
	Hazlet, NJ
TBA	Western Championship Timed Road Run
	Open
11/27	Cycle News Barstow to Vegas Poker Run
	Barstow, CA — Las Vegas, NV



**EVERY
WEEK**

Wednesday

CMC MOTOCROSS
Ascot Park, Gardena, CA 18300 S. Vermont Ave. All classes plus three-wheelers. 130% Pro, 130% trophies for remainder. April 1st open 5:30 p.m., prac 6:30. Starts 7:30. \$15 membership fee. Time only. \$12 entry. Watch: adults \$5, 13-17 \$3.50, 9-12 \$2, 8 and under free. Info 213/323-5055, 714/557-3323.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. 1-5 @ 1st Canyon or 1-405 @ Irvine. 1st Canyon. All classes. April 1st. 100% Pro p.b. Gates. Starts 7:30 p.m., prac 7. Entry \$5, \$10 non-memb. (memb. not req.). Pro \$15, watch \$4, under 12 \$1. Info 714/552-5511.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1 1/4 mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/800, \$500 guaranteed purse, trophies to Amateurs. Sign up 8:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets./OT. 30% trophies. 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry \$12, watch \$4, jrs. \$3, 8-12 \$2. CMC lic. req., avail. @ track. Info 415/651-2545.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50 S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse \$300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 N, N of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry \$10, Ex. \$15, \$5 gate/watch.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, take Theodore off-ramp. All classes inc. ATC/Ody. 30-min. motos. Sign up 7:30 a.m., prac. 8:30, race 9:30. Info 714/653-8068.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8:30, race 9. Pros race 40 min., others 30 min. Entry \$12, Pros \$17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

ROSS DOWNS NIGHT MOTOCROSS & SHORT TRACK

Ross Downs, Colleyville, TX. From Dallas — take 114 past DFW Airport, left on Hwy. 263 mi.; from Ft. Worth — take 820 to Hwy. 28, E 5 mi. 50-Open Am., trophies. 250/500-750cc Pros, 100% p.b. w/\$100 min. if 6 or more entries. Gates open 4 p.m., prac. 6, race 8:30. Entry \$8, Ex. \$15, gate \$5, 6-12 \$3, under 6 free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1 1/4 mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3 1/2 mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry \$7, Ex. \$10, rider gate \$3, watch \$3, 6-12 \$1. Info 405/360-3391 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission \$5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Racers, Inc. Info 213/672-1814.

April 2

GARDENA GOLD CUP HALF MILE
Ascot Park, 18300 Vermont, Gardena, CA. Expert, Junior and Novice Pro classes. \$3600 purse. Prac. 6 p.m., qual. 7, 1st race 8. Free pkgng for cycles. 213/323-5055, 321-5323.

April 3-4

D-37 GRAND PRIX
Riverside International Raceway, Riverside, CA. All classes + Sat. ATV Challenge. 10% trophies, gates open noon 4/3, entry \$27. Viewfinders M.C. Info call Steve Miller 213/785-4835.

D-36 SHORT TRACK & TT
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E. to Hills Ferry Rd., left to track. All classes + Vets & OT. Troph. & 75% Ex. p.b. Front brk. rec., not req., open traction. New D-36 rule allows 2 riders on same bike in different classes. Sat. gates open 4 p.m., prac. 5, race 6. Sun. open 10 a.m., prac. 11, race 12. Entry \$10, Ex. \$13, watch \$4, 6-12 yrs. \$1. West Side Eagles/Hot Line Promotions. Sat. info 209/524-1592, Sun. info 415/489-6625.

April 3

SIDRA JACKRABBIT 100 H & H
20 mi. SW of Mountain Home, ID. Follow signs from Bruneau, ID Hwy 78. SIDRA point event. All classes + 4-stroke and Mini. Sign up 4/3 evening & 4/4 8-10 a.m. Entry \$18, start 11 a.m. Info call Ray Hale 208/587-3463, Bert Fox 587-8038, Honda-Yamaha 587-3319.

WILLAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd St., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry \$5, Pros \$10, watch \$3, pit pass \$4. Wil-

lamette Valley Cycle Club. Info 503/753-0566, 472-7523.

AMA WINSTON PRO SERIES TT
Ascot Park, Gardena, CA 18300 S. Vermont. 5/8 mi. TT course. Ex. only, \$24,000 purse. Gates open 3 p.m., prac. 5, qual. 7, race 8. Entry \$9 riders, \$9 mech., watch adult reserved \$15, GA \$13, 12 & under res. \$7.50, GA \$6.50. GA under 8 free. Info 213/323-5055, 323-1146. Tickets at Ticketron.

STUMPJUMPERS POKER RUN
Mattawa, WA. 165 mi. east of Seattle on I-90. Staging area top of K St., 10 mi. east of Mattawa. Trophies and cont., finishers draw for 8-day Hawaii trip. Entry \$10. Info call: Tom Jesmer 206/743-5005 or Garnet Snow 392-2610.

April 4

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. \$705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off-ramp. All classes, 30% same day Sptsman. trophies, 100% Pee Wee trophies. Entry \$9, Pros \$13, non-memb. add \$2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

SADDLEBACK 125 & 250 NATIONAL
Saddleback Park, Orange, CA. E on Chapman to Santiago Rd. (off 55 freeway). Race at 1 p.m. Tickets at Ticketron \$10, gate \$12. Practice 10 a.m. Info 213/868-8112.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry \$10, Pros \$17 (\$15 p.b.). Info 213/881-5778.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track. O/N camping, concessions, new beg. class. Entry \$10, yearly memb. \$15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry \$8, Ex. 12, gate \$4. Tulsa Area Motorsports, Inc. Info 918/266-6136 (Rick McGhee).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry \$10, Ex. \$15, admission \$4, under 12 \$2. Phoenix Supercross Raceway, Inc. 602/867-4769.

D-36 HARE SCRAMBLES
Hollister Hills SVRA, Hollister, CA. Upper Ranch-Cienega Rd. Spark arr. req. 125/250/Open/Vet./OT. Finisher pins, troph. Le Mans start. 1st race all Am./Ex., 2nd race all Nov. Ex/Am. sign-up 7-9 a.m. Nov. sign-up 10 a.m. 12 p.m. Ex. race 10-12:30, Nov race 1:30-4 p.m. Entry \$16, watch \$1 o/n camping \$3. Santa Clara Riders Unlimited. Info call 408/722-8133 (days) or 264-6610 (nights).

DESERT RACE
Bend, OR. Start E of Bend on Hwy 20, between mi. posts 29 & 30. 1-1/4 mi. on graded road. All classes + OTHG & OT. Powder Puff if five riders. 30% troph. for Am., 50% troph. for Ex. OMRA points event. OMRA memb. req. for OR res. Sprk. arstrs. req., silencers req. Sign-up 7:30 a.m., rider meet. 9:30, Ex. start 10, Am. start 10:05. Entry \$15, 2, for Beg., Ladies & Trailbikes. Oregon Motorcycle Racing Assoc. Info 503/389-RACE (Keith), 389-4922 (Rick).

PLONKERS PLONKATHON TRIAL
Reche Canyon, Riverside, CA. 91 E. past Riverside, exit Washington, turn left, rt. at Reche Canyon Rd., follow to end, turns to dirt, then 1/2 mile to camp. Free camping. Sign up 9 a.m., starts 10. All classes. Entry \$10 (incl. \$4 land use fee). 20% ATA points. Info: 213/943-4415 (Art) 530-9428 (Katy).

D-36 MX
Argyll Park, 13 mi. so of Dixon on Hwy. 113. All District Classes, 100% payback for pros, Bonus trophies. No pit riding, dogs, bicycles. Free overnight camp. 6:30 a.m. gate, 7:30 prac., 9 race. Entry semi-pro \$15 + \$5 gate, sportsmen \$15, watch \$5. Boss MX. Info 209/754-1288 (Fred Dion).

STUMPJUMPERS MATTAWA 100 H&H
10 mi. east of Mattawa, WA on K St. Take I-90 to east side of Vantage bridge over Columbia River. Follow



SEE THEM ALL!
HANNAH BARNETT LACKEY O'MARA HANSEN
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\$25,000.00

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SADDLEBACK PARK, ORANGE, CA
SUNDAY, APRIL 4, '82

GATES OPEN 6 a.m.
PRACTICE 10 a.m.
RACES START 1 p.m.

THIS IS IT! BE THERE!

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EACH CLASS RACE 45 MINUTES
20% TROPHIES • SUPERB FINISHER PINS
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CMC LICENSE REQUIRED - MAY BE PURCHASED AT TRACK
5:00 GATES OPEN • 6:30 SIGN-UP CLOSES • 8:00-7:00 PRACTICE • 7:30 FIRST RACE

PRO PAYBACK

Entry fee—\$12.00
Adults—5.00
Juniors—3.50
Kids (8-12)—2.00

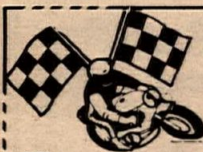


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Tom Hayner Racers Supply Sponsored Endurance Race
Saturday, April 3rd, 1982 At Willow Springs
150 Lap Event For 600cc, 750cc & Open Super Street
Event held in conjunction with clubs from Nevada & Arizona

Gates Open 7 a.m. Practice 8:30 Race Starts 12 Noon Sharp

Regular ARRA event held Sunday, April 4th

'82 ARRA or Nevada — Arizona License Mandatory

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Lucerne Valley, CA

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**RACE
SCHEDULE**

Apr. 4 — MOTOCROSS
Indian Dunes

Apr. 11 — MOTOCROSS
Saddleback

Apr. 18 — MOTOCROSS
DG-\$5000— Saddleback

Apr. 18 — MOTOCROSS
Indian Dunes

New! 4 Stroke Class at all
CRC MX & GP Events
CRC Membership Required
(213) 830-7519

signs south to Mattawa. Two 50 mi. loops, no gas truck, desert tanks rec. Finishers draw for 8-day Hawaii trip for two, T-shirts to all fin. Trophies and cont. All classes + OTH, OT, Powder Puff (not eligible for Hawaii Draw) and Team. Entry \$20 Race at 10 a.m. Info call Tom Jesner 206/743-5005 or Garnet Snow 392-2610.

TEXAS SERIES MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes, split sched. Nov. 9 a.m., Am/Ex approx 1:30 p.m. \$3000 Ex. purse per race. Trophies 1-8 each race, 1-10 for series overall. Game room, swimming, showers, grandstands. Gate \$6, pre-entry \$12 Am/\$30 Ex. Info 713/458-0090.

D-36 BEARFOOT ENDURO

Lined from Stonyford, 40 mi. W of Maxwell, CA. All classes + women & OT. Off-road stickie & spk. arr. req. Entries \$15, \$17 p.m. close 3/24, send check to: Diamond Ramblers M.C., P.O. Box 574, Richmond, CA 94805. Inc. complete ent. returned. 90 mi. new trails, easy ride by all riders. Finish pins. Info call 415/234-0391 or 235-7322.

TCR SPRING SERIES AND AM. CHAMP QUAL

Take Hwy. 380 out of Denton, TX to FM 287 to Mount Zion Rd. to Oak Hill MX. Trophies first 5 and series overall, Ex. purse guaranteed. Split sched. Prac. 8 a.m., race 9 a.m., Int/Ex prac. approx. 1:30 p.m. Gate \$6, Pre-entry \$15 Nov., \$20 Ex. Post \$25 Nov., \$30 Ex. Discount for support riders. All classes inc. stock. Info 512/835-0958 Send Entry P.O. Box 14923, Austin, TX 78761.

CYCLELAND MARATHON

Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Gage Shippee Rd. All classes inc. PP/OT/Ody/3-wheeler, 20% trophies, dbl. trophies for 2-man teams. Track approx. 2 mi., open trac., no prac./pit riding/rider insur. Clear #s on helmet must match bike #s. 1st sign up 7-8:15 a.m., 1st race 8:30-10. Entry \$10, Watch \$3.50, under 6 \$1. Moural Associates. Info 916/342-4216, 0063.

AME MOTOCROSS

Indian Dunes, Valencia, CA. New stadium MX, \$1500 purse, 50% trophies, triple pts. No pit riding. '82 lic. avail. Gates open 7 a.m., prac. 8, race 9. Mail Entry \$15, post \$25. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS

Indian Dunes, Valencia, CA. I-5 to H-126. All classes inc. 4-stroke, 2 long motos & cash for Pros, 2 motos & brass for Sptsman. Entry \$12 Pros \$15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

KMC MOTOCROSS

Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry \$8, Ex. \$12. Race starts @ noon. W. Bynum 512/592-6764.

CMC HURON SWEEPSTAKES MOTOCROSS

Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Huron & track. All classes inc. 3-wheelers/OT/Vets, 125% Pro p.b., 30% trophies, sweepstakes races, add'l. 3 ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry \$10, Pros \$15, gates \$4. Info 209/945-2664 (Rick Worth).

CARLSBAD AMATEUR MOTOCROSS & TT

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 8 mi. to track. All MX classes inc. OT/Vets/4-stroke/Sidecars; 250/Open TT inc. 125/200/250/Open ATC & Ody. 6 make a class. MXers race on USGP track, TT on Superbikers dirt track. Gates open 6 a.m., prac. 8:30, race 10. Entry \$9 AMA memb., \$11 non-memb., memb. not req. No Pros. Info 714/749-8597, 661-4189 (Cliff Carr).

OKLAHOMA CITY MOTOCROSS

Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry \$6, Ex. \$10, gate \$4. Info 405/732-0212 (Howard Musgrove).

CMC CENTRAL VALLEY SERIES MX

Lake Huron race track, Huron, CA. All classes + ATV. Sign up 7 a.m. Entry \$10, Pros \$15. Info call Dolly Parsons 209/686-7290 or write same at 884 Laspina, Tulare, CA 93274.

AUSTIN MOTOSPORT RACEWAY MOTOCROSS

Take IH35 or Hwy. 290 to Austin, TX. U.S. 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% trophy thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up

noon, race 1:30 p.m. Gate \$5, under 8 free. Entry, ATV/Ody \$5, Am. \$10, Ex. \$15. Info Rocky French 512/443-7627 or 327-5254.

CMC MOTOCROSS

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of I-5 on Hwy. 395. All classes, 50% p.b. to Vet Ex., CMC Pro pts. only. Gates open 7:30 a.m., 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

D-37 OLD TIMERS MX

Indian Dunes, Valencia, CA. Master, Ex. Am., Nov. classes w/30% trophy. memb. open, 40+ yrs. to join. Gates open 7 a.m., prac. 8, race 9. Old Timers MX Assoc. Info 714/968-8775 (Dick Frampton), 496-8779 (Dennis).

D-36 MOTOCROSS

Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes + Women if enough. Parts in the Pits, concessions. No rider med. insur./pit riding/dogs. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$15, Semi-pro \$15 + \$5 park fee, watch \$4. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, trophy. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders \$9, non-AMA \$11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

D-36 SHORT TRACK

Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd., Lodi, CA. All D-36 classes. New race track. Gate 8 a.m., sign up 9-11, prac. 10-11, race noon. Watch \$3, 1st bike \$8, 2nd bike \$6, Semi-Pro \$11. Lodi M.C./AMA D-36. Info 209/368-7182 or 931-3722.

SELLS GRAND PRIX

Sells, AZ. Hwy. 86, 60 mi. W of Tucson. Spk. arr., canteen, helmet & 3 sides of bikes #s, fire ext. in pits. All classes + team & 3-whlr. Mini race 7:30 a.m., big race 10, 3-whlr 2 p.m. No jetting on Sun., limited on Sat. No prac. area. Entry for ADRA memb., Ex. \$32, Am./Oldies/Nov./Beg. \$27, Minis/OTHG/Dinosaur ('72 or older) \$17. Spec. 1st time racer \$15-pre entry only. Post add \$5, non-memb. add \$5. Arizona Desert Racing Assoc. Info 602/252-1900. Mail entry to A.D.R.A., 1408 E. Granada, Phoenix, AZ 85006.

CMC MOTOCROSS

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 6 a.m., race 9. Entry \$14, Ex. \$15 + \$5 gate, watch \$4. Info 415/634-3328 (Tom Anderson).

D-36 MOTOCROSS

Carnegie SVRA, Livermore, CA. From I-5, exit 580 cutoff to corral Hollow Rd., W 5 mi.; from 580 E, exit Grenville Rd., left on Tesla Rd. abt. 12 mi. All new 100% natural terrain track, special Beg. class, 100% Semi-pro p.b. AMA & D-36 cards req., avail. on track. No rider med. insur. Gates open 6:30 a.m., sign up 7-8:30, race 9. Entry \$13, Beg. \$10, Ex. \$15 + \$5, watch \$4. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

April 7

CMC MOTOCROSS

Ascot Park, Gardena, CA. All classes + Vets & OT. Pro payback, 30% trophies for Am. CMC license and silencer req. Gates open 5 p.m., sign up close 6:30, prac. 6-7, race 7:30. Entry \$12, watch \$5 adults, \$3.50 Jr., \$2 kids 8-12. CMC Info 714/557-3323.

April 9

AMA FLAT TRACK

Ascot Park, Gardena, CA. 18300 S. Vermont, Half-mi. Ex., Jr., Nov. \$1,600 purse. Gates open 5 p.m., prac. 6, qual. 7, race 8. \$9 riders, \$9 mech., watch \$6 adults, 13-17 yrs. \$4, 9-12 yrs \$2, under 9 free.

April 10

PORTERVILLE NIGHT MOTOCROSS

Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

ARGYLL MOTOCROSS

Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, bonus trophies, 100% Pro p.b. Parts in the Pits, concessions. 20-min. motos for Nov./Vet/OT, 30-min. for Jr./Ex. Gates close midnight, open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$15, Semi-pro \$15 + \$5 park fee, watch \$4, 6-12 \$1, under 6 free. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

April 11

TEXAS SERIES MOTOCROSS

Conroe MX Park, Course, TX. 3 mi. S of town to San Jacinto Riv. Classes 60-Open. \$3000 Ex. purse per race, trophies 1-8 ea. race, 1-10 for series overall. Split sched. Prac. 8 a.m., race 10. Int/Ex ride 1 p.m. Gate \$6, Pre-entry \$12 Am., \$30 Ex. Info 713/756-4114 (Conroe Suzuki) 273-2336 (track).

D-36 SEMI-PRO MOTOCROSS

Redding, CA. E of Redding Mun. Airport, I-5 to Redding, E to Hwy. 44, rt on Airport rd., left on Rancho, rt Old Oregon Tr. to track. All classes + Vets & OT. Pros \$600 + 100% p.b. purse. D-36 card and silencer req. D-36 \$s req. Gate open 6:30 a.m., sign up 7, prac. 7:30, race 9. Sptsman. entry \$15, Ex \$20, watch \$4. Moto One, Inc. Info 916/221-3118 or 243-4500.

AMA TEXAS SERIES MX

Spring Valley MX, Clyde, TX. Take Hwy 20 E from Abilene to Clyde, N on FM 604 to track. All AMA classes, track thru 5th, guaranteed purse for Ex. Split schedule, Nov. prac. 8 a.m., Int/Ex. prac approx 1:30 p.m. Gate \$6, Nov. pre. \$15, \$25 post. Int same as Nov. Ex. pre. \$20, \$30 post. Fact. sup. riders 25% disc. on entry. T C Racing Enterprises, Inc. Info 512/835-0958, 458-6582.

AFM NORTH ROAD RACE

Sears Point RCWY, Sonoma, CA. Hwy. 37 & 121. Stock Prod., Mod. Prod., Form., Sup. St., Thump., Twins. New riders school on Apr. 10. Gates open 8 a.m., prac. 9:30, race 12. Entry \$25, \$30 post. \$5 watch. American Federation of Motorcyclists North. Info 415/327-3323 (Greg).

AME MOTOCROSS

Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry \$10, Pros \$17 (\$15 p.b.). Info 213/881-5778.

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry \$10, Pros \$15. Info 714/557-3323.

CRC MOTOCROSS

Saddleback Park, Orange, CA. All classes inc. 4-stroke, 2 motos ea. Cash p.b. to Pros. 30% brass to Sptsman. Entry \$12, Pros \$15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

JUNIPER MOTOCROSS

Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. sign in 8 a.m., prac. 9-10, race 10:30. Entry \$8. Ex. \$15, gate \$4. Info 918/426-4533 (McAlester Kawasaki).

OKLAHOMA MOTOCROSS

Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

TEXAS SHORT TRACK/TT

Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

SUNRISE VALLEY MOTOCROSS

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of I-5 on Hwy. 395. All classes, 50% p.b. to Vet Ex. Free O/N p.m. racing. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

OAK HILL MOTOCROSS

Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups (\$5/week-end). Entry \$8, Ex. \$10, gate \$4. Info 817/427-4771.

MABTON MOTOCROSS

Mabton Dunes MX, Mabton, WA. 2 mi. W of town on Hwy. 22. All classes, 30% trophies, 100% Pro p.b. Track is sandy & rough, no rocks. Gates open 7 a.m., prac. 9-10. Entry \$10, Pros \$15, gate \$2, 12 & under \$1. Squisher Racing. Info 509/837-8203 (Pat Jaquish).

April 13

VENTURA SPEEDWAY

Ventura County Fairgrounds, Ventura, CA. 101 Fwy to Ventura, California St. off ramp. Gates open 6 p.m., race 8 p.m. Adults \$4.50, Jr. \$3, Child \$1 AMA/Ventura Raceway. Info call 805/985-5433.

April 15

CMC TT SCRAMBLES
 Ascot Park, Gardena, CA 18300 S.
 Vermont Ave. All classes 130% Pro
 p.b. 30% trophies for remainder. Gates
 open 5:30 p.m., prac 6:30, race 7:30.
 \$15 membership fee. one-time only
 \$12 entry. Watch: adults \$5, 13-17
 \$3.50, 9-12 \$2, 8 and under free. Info
 213/323-5055, 714/557-3323.

April 16

MOTORCYCLE SWAPMEET
 Orange County Fairgrounds, Costa
 Mesa, CA. Inter-Shows Indoor Motor-
 cycle Swapmeet. Open 6-10 p.m.
 1000s of bikes. 10x10 sp. \$15, 10x15
 & prime sp. \$25. Inter-Shows, P.O.
 Box 2910 Mission Viejo, CA 92690.
 24 hr. info. 714/498-9226.

April 17

AMA WINSTON PRO SERIES
 SACRAMENTO MILE
 CAI Expo Fairgrounds, Sacramento,
 CA. 5th annual 25-mile National. Race
 at 8 p.m., gates open 5. \$28,000
 purse. Pit gate 3-5 p.m. Adult admis-
 sion, \$10 GA, \$15 res., \$17.50 Box
 seats, Turf Club \$25. From Howe Ave.
 Box Office, 925 Howe Ave., Sacto, CA.
 Info 213/321-5323 or 916/920-
 1121.

April 18

LAS VEGAS "400"
 Hacienda Hotel, Las Vegas, NV. Get
 race directions with entry for course
 protection. Pro classes: 125/250/
 Open/0-300/0-38/(new) 3-wheeler.
 Sptmn: 125/250/Open & Ironman.
 Four 100 mi. loops, easy pit fig. 8
 course. 50% p.b. for Pros. Entry \$300
 per team + ins. Sptmn. \$120. Info call
 702/457-0343.

RACE SHORT TRACK & TT
 Canyon Raceway, Phoenix, AZ. 8-1/2
 mi. W. of I-17 on Carefree Hwy. 3-Wh.
 Nov. & Am. Troph. Dash & Sweep-
 stakes. Concessions, Memb. not req.
 Gates open 9:30 a.m., prac. 10:30,
 race noon. RACE of Arizona. Info call
 602/843-1124 or 993-9236.

Road
 Runs

April 3 & 4

PBMA SPRING ROUND-UP
 Prude Ranch, Ft. Davis, TX. 6 mi. N
 of Ft. Davis on Hwy. 118. Awards,
 prizes & tour pins. Reg. \$13 at gate.
 Reg. closed for mail in. Sign-in 4/2
 2-10 p.m., Sat. 8-11 a.m. 1st bike out
 on poker run @ 8:30 a.m., last @ 11
 a.m. Permian Basin Motorcycle Assoc.
 For info call 915/366-3539 (Sam or
 Helen) 362-4857 (Jack or Edna) 367-
 0887 (Paul or Connie).
 AMA ROAD RUN D-20
 Eagles Park, Brazoria, TX. Off Hwy.
 521 from Houston. Trophies, contin-
 gencies, tour pins. Reg. begins 6 p.m.
 Apr. 2. Pre-reg. before Mar. 31 \$4.50.
 post \$5. 1st bike out 9 a.m. Sat., last
 out 11:00. Field ev. start 2 p.m. AMA
 point run. Brazosport Toters, 407 N
 Yaupon St., Richwood, TX.

April 11

OMRRA BENEFIT ROAD RALLY
 Montesa West, 8836 S. E. Stark,
 Portland, OR. Classes: 0-1100 Prod.,
 0-2000cc Cafe. Coffee and doughnuts
 during sign-in. Cold drinks for survi-
 vors. Sign-in 7-8 a.m., riders's meet
 8:15, start 8:30. Entry \$5. Oregon
 Motorcycle Road Racing Assoc. Info.
 503/257-7047 (days), 653-8455
 (eves) (Tom Young) 4th Annual (No
 Wimps Allowed).

April 18

ROAD RALLY
 Bear Creek Park, Keller, TX. Pins,
 Troph., cont. Pre-reg. Re-Cycleables,
 330 W Mustang, Crowley, TX 76036.
 \$4 per person. Closes Apr. 10, post
 \$4.50. Reg. open 9 a.m., 1st bike out
 10 a.m., last 11:30. The Re-Cycleables
 Motorcycle Club, info call 817/284-
 9811 (Leroy Law).

April 25

ROAD RUN LAKE HUGES/BOUQUET
 CANYON
 Southland Cycles, 8141 Garden
 Grove Blvd., Garden Grove, CA. Any
 brand of bike welcome. 225 mi. round
 trip. From cent. Orange Co., stops at
 Mulholland Castaic Lk., Lake Hughes,
 Bouquet & Tujunga Cyn. No entry fee,
 depart 9:30-9:45 a.m. Info 714/893-
 5091 days (Jim).

May 1 & 2

ROAD RUN
 Santa Barbara, CA. Start at Beach
 end of Santa Barbara in the Palm Park-
 ing lot. Finisher pins. Camp. gear req.
 Sign-up at 7 a.m., leave 8. \$25 entry,
 \$15 passenger. 200 mi. each day.
 Includes BBQ Sat. p.m., breakfast Sun.
 a.m. Mail entry to S.B. Riders, P.O. Box
 872, Santa Barbara, CA 93102. Info
 805/966-7420 or 965-4626 (Phil
 Sedillos).

May 15-16

CALIFORNIA 1000 ROAD TOUR
 Sign up starts Mar. 14 @ 7 p.m. @
 Hutchins Motor Sports Harley-Davidson
 and Yamaha, 55405 29 Palms Hwy.,
 Yucca Valley, CA 92284. Start @
 same place Mar. 15 @ 12:01 a.m.
 Trophies for checkpoint, long distance,
 largest club, oldest bike finishing,
 10th Anniversary, Min. time 42 hrs.,
 Max time 48 hrs. Entry \$10, \$12 aft.
 11:59 p.m. 5/14. Call Dick Hutchins
 714/365-6311 Super finish pins.

May 16

RIDE FOR LIFE
 Caldwell Memorial Park, Kimball
 St. & Grant, Caldwell, ID. All proceeds
 to multiple sclerosis in name of Eldon
 Gross. 275-mi. ride, beautiful scenery,
 free coffee @ mid-point, free cake &
 ice cream during auction. Win a new
 GL500 Interstate. Weiner roast 7 p.m.
 Sat.; free breakfast @ Honda of Cald-
 well, 3115 E. Cleveland from 6-8 a.m.
 Sun., auction 4 p.m. Min. donation
 \$5/person. Info 208/459-0019,
 888-3801.

Season Opens

SPEEDWAY MOTORCYCLE RACING



APRIL 2

EVERY FRIDAY
THRU SEPTEMBER

GATES OPEN 6:30 P.M.
FIRST RACE 8:00 P.M.

Orange County Fairgrounds
COSTA MESA

INTERNATIONAL SPEEDWAY
P.O. Box 3334
San Clemente, Ca. 92672
(714) 492-9933

APRIL 7

EVERY WEDNESDAY
THRU SEPTEMBER

GATES OPEN 6:30 P.M.
FIRST RACE 8:00 P.M.

National Orange Showground
SAN BERNARDINO

AMERICAN RACEWAYS
P.O. Box 3072
Arcadia, Ca. 91006
(213) 446-0969

CALENDAR
 LISTING

Calendar listings are a free service. Please type or legi-
 bly print all information asked for and mail the blank or a
 facsimile thereof to: Cycle News Calendar, PO Box 498,
 Long Beach, CA 90801. All listings must be received by
 noon Thursday to appear in the following week's Cycle
 News. No phone calls, please; we can only accept items
 in writing. You may include an event flyer in addition to
 the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____





Presents

SUPER SATURDAY

3 RACE SERIES

April 3, 10, 17

\$4000

AMATEUR PRIZES

5 Riders make a class

Gate Opens: 7:00; First Race: 9:00; Entry: \$15.00 Amateur, \$17.00 Pro
 CONTACT: (714) 495-4771 • (714) 855-1337










SADDLEBACK PARK

R.A.C.E.

SCHEDULE			
THURS	APR. 1	ODYS, 3WHLRS	Corona
THURS	APR. 1	MOTOCROSS	O.C.I.R.
FRI	APR. 2	MOTOCROSS	Corona
THURS	APR. 8	MOTOCROSS	O.C.I.R.
FRI	APR. 9	NO RACE	
THURS	APR. 15	ODYS, 3WHLRS	Corona
FRI	APR. 16	MOTOCROSS	Corona

O.C.I.R.

MX

Thurs. Nites Opening April 1st

CREDIT WHERE CREDIT IS DUE.

April 7, 1982 **CIGEE NEWS**

It's time again to get down to your Honda dealer and see if he's participating in our 1982-83 XR/XL Contingency Program.

Get signed up before the season starts. Then every time you finish first in an AMA-sanctioned enduro, we'll give you a \$100 cash certificate good at your participating Honda dealer for credit against parts or accessories.

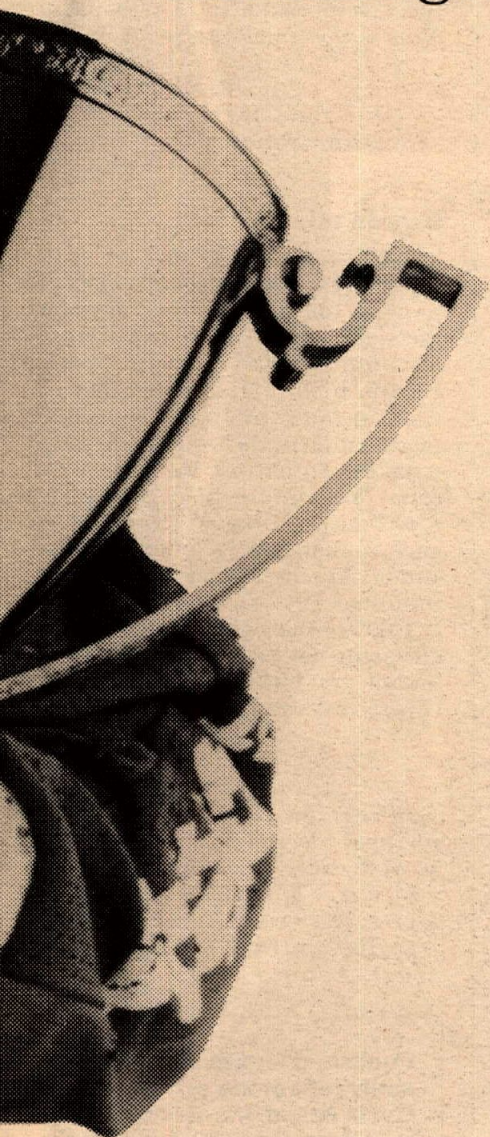
The same goes for hare and

hound, hare scrambles, two-day qualifiers, New England Trail Riders Association (NETRA), Southeastern Enduro & Trail Riders Association (SETRA) and AMA-sanctioned TT scrambles.

And while you're at your dealer, check out all the new Honda XR's and XL's.

Then get going. Because the faster you charge, the more credit you can get.

HONDA
FOLLOW THE LEADER



Shasta Dam Grand Prix Sunday, April 18, 1982

100-ounce SILVER BAR for OVERALL WINNER (Est. Value \$1,000)
(EXPERTS, EXPERT VETS and EXPERT OLD-TIMERS ELIGIBLE FOR OVERALL ONLY)
2-ounce SILVER BARS FOR ALL 1st PLACE WINNERS

SPECIAL FINISHER PINS FOR FINISHERS D-36 CHAMPIONSHIP POINTS 4-RACE SERIES

INFORMATION

RACE: 4 HOURS — SUNDAY FEES: PRE — ENTRY \$20.00
ENTRIES CLOSE: APRIL 5, 1982 POST — ENTRY \$30.00

ENTRIES LIMITED: 500 RIDER LIMIT

COURSE: 35 miles of hills and roads

RACE TIMES: Race Starts 10:00 a.m. — Race Finishes 2:00 p.m.

MAIL TO: V-R RACING, 915 Overhill Dr., Redding, CA 96001

Include: 3 self-addressed, stamped, legal size envelopes.

Send check or money order only — NO CASH!

Enclose a copy of current AMA and X-COUNTRY CARDS

RACE INFORMATION: NIGHTS (916) 246-1198

MAKE CHECKS PAYABLE TO: V-R RACING

SIGN-UPS: 1:00 — 6:00 p.m. Saturday

7:00 a.m. Sunday

AMA AND DISTRICT 36 RULES APPLY
AMA AND DISTRICT 36 CARDS REQUIRED

CLASSES:

0-125 EXPERT
125-250 NOVICE
251-OPEN AMATEURS
OLD TIMERS — One Class
WOMEN'S — One Class
VETS — One Class

OFFICIAL SHASTA DAM GRAND PRIX ENTRY BLANK

Sunday, April 18, 1982

RIDER'S NAME (Print)		AMA Number	DISTRICT Number
Mailing Address	City	State	Zip
MAKE OF MOTORCYCLE		ENG. SIZE-CC	

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association, Inc., and A.M.A. District 36.

\$10,000 Sportsman/Pro Purse
2nd Annual
CENTRAL VALLEY MX SERIES

APRIL 4 — HURON CYCLE PARK
(209) 945-2664

APRIL 18 — LAKE MADERA
(209) 673-3146 486-3662

APRIL 25 — MTN. HI RACE TRACK
(209) 298-4205

MAY 2 — LEMOORE TUMBLEWEED PARK
(209) 998-7400

MAY 9 — TULARE MC PARK
(209) 686-7290 688-0916

Prizes Awarded At Huron May 23

Kawasaki * ATC RACES * Cycle-Am

CONTINGENCIES



**Don't go on
the Ride
Without It...**

LONG BEACH
YAMAHA - KAWASAKI
20% DISCOUNT
On All Parts & Accessories in Stock
March 31 — April 7
Come in & save with this ad
At The Traffic Circle
4200 E. Pacific Coast Hwy.
Long Beach, CA 90804
(213) 597-3317

AMERICAN
MOTO-CROSS
A.M.E.
ENTERPRISES
Apr. 2-11-16-25-30
INDIAN DUNES
Apr. 4-18
SPROCKETS PARK.
AME P.O. BOX 1421, RESEDA (213) 881-5778

AMA DISTRICT 36 "WHERE THE DESERT RACER RATES!"
MANZANITA GRAND PRIX
Sponsored by Marty Tripes
Factory Rider
APRIL 18th
INFO: (714) 427-5759 Anytime!
DETAILS IN THE CALENDAR SECTION

You picked a fine
time to leave me loose wheel!

Burbank Yamaha
CLEARANCE!
All 1980, '81
Models In Stock
At Super Savings
Open Monday
1801 W. Burbank Blvd.
Burbank, CA 91506
213-845-8738

Hand Washable
Stay Soft
Yellowstone
GLOVES
• Riding
• Racing
• Street
GLOVES
Dealer Inquiries Invited
Othman Distributing Co.
Box 356, San Luis Obispo,
CA 93406 (805) 544-6181



*'Just
like
flying!'*

MILLER HIGH LIFE
SUPERBOWL OF MOTOCROSS
L.A. COLISEUM
SATURDAY, JULY 17
Stadium Motorsports Corporation
P.O. Box 1523, Laguna Beach, CA 92651
Questions? (714) 494-9484

AMA
1982 Race Schedule
Apr *10/11-Sears Point
Apr *24/25-Willow Springs
May *1/2 — Sears Point
*Rider School
4996 Argyle Dr. (714)
Buena Park, CA 90620 523-3892

RESULTS

AMA One-Day Qualifier John Zink Ranch Tulsa, OK Mar. 7, 1982

125 INTENT	1222
Mike Melton	1223
Jack Penton	1250
Keith Moore	1252
Glen Hollingshead	1265
Dwight Rudder	1285
Allan Zitta	1285
Shannon Spring	1293
Lewis Summer	1314
Ray Brazier	1367
Nicholas Gentry	1477
175 INTENT	
Jeff Fredette	1227
Scott Atchison	1264
Morrill Griffith	1280
John Fero	1287
Jack Elkins	1290
Joseph Korzenecki	1293
William Perkins	1324
John Pearce	1327
Tim Rocha	1366
Ed Curran	1422
250 INTENT	
Terry Cunningham	1190
Ed Lojak	1193
Frank Stacy	1208
Larry Roeseler	1211
Drew Smith	1220
John Martin	1225
Fritz Kadlec	1228
Kevin Brown	1233
Ron Ribolzi	1240
Terry Seales	1252
Victory Ely	1257
John Meyer	1260
Rusty Reynard	1263
Kevin Hines	1265
Chuck Cooper	1269
Scott Hogenon	1286
Clint Lindburg	1298
Ray Meyer	1303
Jerry Holasek	1314
Steve Matthiesen	1329
James Kalleker	1330
500 INTENT	
Bob Rutten	1225
Scot Harden	1239
Ray Cosgrove	1247
Chip Howell	1252
Wally Wilson	1262
Barry Higgins	1279
Dan Smith	1281
Kevin Davis	1289
Terry Davis	1290
Michael Hefftnr	1298
Mark Hynes	1309
James Burgess	1315
Tony Mitchell	1316
Craig Kennedy	1316
Wayne Beindorf	1319
Verlin Vanlee	1322
Tom Buckles	1323
Jeffery Jones	1334
Mitch Howell	1345
Bob Pearce	1346
125 A	
Bobby Thomas	691
Dwayne Mickley	735
Ricky Pitts	748
Roger Ralls	2086
Jim Koeing	1987
Ron Throckmorton	1035
Yancy York	1637
200 A	
Mike Palmer	661
Kenney Williams	665
Ronald Palm	673
Terry Brumley	683
Harold Gooch	709
Ed Curran	716
David Pierson	403

250 A	
John Meyer	625
Ray Meyer	654
Mike Collins	669
Tom Joseph	682
Randy Harris	689
Ron Carr	701
Dan Elkins	704
Scott Ripley	708
Dane Marable	724
Russ Hackler	810
OPEN A	
Mike Doughty	674
Tom Haller	698
Paul Bloyer	700
Denny Beitle	729
Roger Cox	735
SR A	
David Deck	740
Gary Reynaud	752
Al Hjelm	1779
SUPER SR A	
Jeff Smith	682
Frank Smith	707
Warren Norman	742
Zahn Lewis	767
Jim Letellier	1435
125 B	
Bobby Southard	700
Norman Cotton	728
Joel Dubose	819
Jim Gibson	839
Jeff Stanfield	2979
200 B	
Bill Blair	696
Gary Walkup	697
Larry Bast	723
Robert Koch	738
Mike McSpadden	742
Pat Bowan	747
Craig Martell	763
Oren Tucker	771
Craig Shultz	880
Jim Jahelka	927
250 B	
Paul Edwards	711
Luther Stem	728
John Kudirka	761
Dennis Charvet	923
Larry Thomas	981
Tim Lowry	985
John Westcott	999
Pete Doonkeen	1583
Felix Watts	2407
John Zell	2469
OPEN B	
Kevin Bergeson	698
Dean Harvey	708
Van Norris	711
Fred Hawk	715
Eric Cheesebrough	715
Rick Merrill	720
Billy Patrick	722
Jimmy Flippin	733
Glenn Hoffman	737
Clark Osborn	744
125 C	
Jerry Harpole	807
Billy Martin	839
Marvin Vaughtner	1031
Darrell Roberts	1145
Rick Mahar	1350
200 C	
Louis Moffatt	743
Don Macky	751
Chris Caplinger	754
Dennis Eastham	755
Russell Pace	760
Paul Hughes	773
Scott Dalton	777
Brook Buswell	790
Robert Lowe	799
Ron Laskey	805
250 C	
David Grizzle	719
Jeff Saulsberry	720
Paul McKinney	721
Clark Miller	733

Tim Millis	734
Roger Stacy	747
Gary Long	762
Bobby Ward	765
Jerry Johnson	774
Floyd Dutton	797
OPEN C	
Saulsberry	712
Jim Stewart	734
Allen Darling	755
C.E. Mahar	761
Terry Buckner	781
Michael Cochran	790
Leamon Havens	800
Steve Sharkey	867
Ernie Jones	993
Ken Powell	1046
SR C	
Carl Wattenbarger	711
Don York	721
Con Macauley	733
Bill Branstetter	770
Paul Ellis	776
SUPER SR C	
William Harris	797
Cash Register	1198
L.D. Parks	1268
Adrian Dalton	1409
Dan Maher	1725
WOMEN A	
Julie Caplinger	794
Debra Hefftnr	1024
Jill Reynaud	1037
Jamey Mendenhall	1376
Jo Anne Meeker	1762
WOMEN C	
Carolyn Davis	4310
Teresea Stebrns	1606



TROPHY PICKUP

SLED RIDERS TROPHY
PICK UP at all D-37 desert
events. (112)

For listing in this depart-
ment, please mail infor-
mation with \$1.00 per week
that it is to run to: Cycle
News Trophy Pick-up, Box
498, Long Beach, CA 90801.

**Public lands belong
to all of U.S.**
(Ride sharefully.)



MOTORCYCLE INDUSTRY COUNCIL, INC.

WANT ADS

Help Wanted

Mechanic

Experienced Kawasaki mechanic wanted. Year round employment. BURBANK KAWASAKI, (213) 848-6630. (212)

Mechanic Wanted

Qualified Kawasaki & Suzuki mechanic. Must have references. Live in SMOG FREE Northern Calif. Salary dependent on qualifications. Ask for Ray, O & E CYCLE, 1601 Broadway, Eureka, CA. (707) 443-0759. (211/12)

Jobs...In the Gas Drilling Industry

\$25-35,000 per year. Experience not necessary. Complete information package and listings. Only \$3.00. GMS, Box 634-CN2-4, Edinboro, PA 16412. (110,12)

Distributor Sales People

Write business for us & you may set your own prices. Never be undersold! Work for percentage of profit. High profits high commissions, low profits low commissions, but no lost sales due to price! Most major brands, all areas West of Mississippi and North of Tennessee open. (305) 421-4450 for details. (211/14E)

Parts & Accessory Sales

for large, fastest growing Honda dealer in Orange County. Must have Honda experience. Excellent pay, company benefits, and opportunity for the right person. TUSITN HONDA, 1st & Tustin Ave., Tustin, CA (714) 558-9393. (211/12)

Mechanics Wanted

3 years experience required, with own tools. Call Wes, COLE BROS. SUZUKI, (213) 980-3715. (208/TFN)

Motorcycle or Off-Road Race Promoter Needed

Some investment may be required. For information call (714) 689-6114. (201/TFN)

Service Writer Wanted

Must be personable with a strong mechanical background. Ask for Warren (213) 782-0110. (212/13)

Professional Salesman

Leading Southern California dealer seeks professional motorcycle salesman with well rounded off/on road experience. Excellent pay plan, benefits and opportunity for the right person. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA. (213) 345-7616. (206/TFN)

Route Salesman

Aftermarket accessory distributor in search of qualified sales rep with previous route sales experience. Many territories available. (800) 852-7789 or (800) 824-7960, ask for Karen. (208/TFN)

Motorcycle Mechanic

with tools wanted. Excellent opportunity, plenty of work. THE OUTRIDER, (213) 879-3350. Call Harry for appointment. (212/15)

Wanted Kawasaki Parts Manager

Must have 4 years experience with Kawasaki parts, must be an aggressive self starter. Salary, commission, vacations, holidays. COVINA KAWASAKI, Covina, CA 91722, (213) 967-4181. Ask for Jim or Mel (207/TFNE)

Motorcycle Assembly Work

Experience not necessary. Must be willing to work a variety of hours. VALLEY MOTORCYCLE SERVICE, 11800 Sheldon St., Sun Valley, CA. (213) 768-7454 ask for Steve. (211/12)

Parts Manager

or experienced person man. Large S.G. Valley Honda agency needs top notch person only. Please send resume to: CYCLE NEWS, Dept. PMGD, P.O. Box 498, Long Beach, CA 90801. All inquiries confidential. (211/12)

Wanted: Kawasaki Mechanic

Must have Kawasaki motorcycle & jet ski experience. Must have own tools. Apply in person, 607 W. Katella, Orange, CA 92667. (714) 997-3780. (210/12)

Honda and Yamaha Mechanic

Must have five years experience. Will work on both lines of bikes. 50/50 comm. paid, school training. Contact Ivan, Serv. Manager, BILL BOREN HONDA YAMAHA, 7605 Ox. Blv., Oxnard, Calif. 93030. (805) 483-2381. (210/14)

Live in Sunny Oklahoma

Want to relocate? We need an experienced mechanic and a parts person (will train). Large volume Yamaha dealership. Call TED DAVIS YAMAHA, (405) 681-3330. Oklahoma City. (212/13E)

Service Manager/Mechanic

So. Calif. Yamaha dealer is seeking qualified person to manage service dept. & perform some mechanical repairs. Must be experienced in all phases of Yamaha service. Desirable local, immediate opening. Call (805) 964-1580. (212/15)

Technical Analyst

AMERICAN HONDA continues to be one of the fastest growing importers in the country. A recent promotion has created a need for an individual to join our parts administration dept. This position will be responsible for technical assistance to dealers/customers in reviewing parts catalogs. Familiarity with motorcycles and automobile mechanics, dealership experience a plus. College degree very helpful, but not essential. This is an outstanding opportunity for the right person to become an integral part of the most progressive importer in the industry. AMERICAN HONDA offers a competitive salary, comprehensive company paid benefits program and a chance to grow with one of the leaders in the industry. Please apply in person, or send resume to Wendy Wolf, AMERICAN HONDA MOTOR CORP., 100 W. Alondra Blvd., Gardena, CA 90247. EOE M/F (212)

Honda Service Manager

Large S.G. Valley Honda agency seeks experienced service manager. Top salary. All inquiries in strictest confidence. Send resume to: CYCLE NEWS, Dept. SMHG, P.O. Box 498, Long Beach, CA 90801. (211/12)

HONDA ONLY

Experienced mechanic needed with own tools. Work in clean shop, with full benefits. KOLBE CYCLE, 22123 Ventura Blvd., Woodland Hills, CA (213) 348-7865. (209/12)

Salesperson Wanted

Sales experience needed, motorcycle sales not required. Salary plus commission. PASADENA SUZUKI, (213) 795-4129, ask for Dave or Curt. (211/12)

Rocky Sales Rep Needed

Experienced person needed for TX (Dallas area), GA, SC, FL, IA. Please send resume or call Bob Boucke, ROCKY CYCLE CO., 1250 Elko Dr., Sunnyvale, CA 94086. (408) 734-3750. (210/12E)

Yamaha Mechanic

Experienced only. Excellent working conditions & benefits. Contact John Sinz, (714) 870-9720. (210/12)

Mechanic/Parts

Mechanic — Yamaha experience. Good pay, busy shop. Honda experience desirable, but not a must. PARTS — did you miss that last promotion? Can you handle being a manager? If so, come see us. YAMAHA OF GLENDALE, (213) 240-2230, ask for Ron or Walt. (211)

New Mexico Kawasaki Suzuki Shop

needs experienced, commissioned mechanic. \$28.00 hour labor rate. Clean shop, plenty of work. (505) 393-1080. (211/12)

Attention Honda Technicians

Large So. Calif. Honda/BMW dealership has opening for 2 qualified, aggressive Honda technicians. Excellent pay, good company benefits & working conditions. Call Max (213) 466-7191. (211/12)

Business Opportunities

AMERICAN MOTORCYCLE SCHOOLS

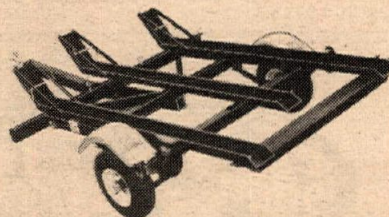
Start an exciting career as a: MOTORCYCLE MECHANIC. THE CALIFORNIA SCHOOL OF THE PROFESSIONALS. Residence or Home study. If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...CALL TOLL FREE 1-800-423-4678.... Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (202/TFN)

Design, Performance Accessory

Internationally known, good future, terms. (714) 434-6081. (212/15E)

Profit and loss statements

of working motorcycle businesses \$5.00. P.O. Box #344, Suite 110, 31220 Labaya Dr., Westlake Village, CA 91362. (312)



★ Cycle Trailer...\$299 & Up ★

1, 2, 3 & 4 Rail Major Brands! 4 & 5 rail custom. Small or large wheels. Also vehicle & utility trailers & hitches installed. M.S.C. (213) 767-1757. (205/EO/TFN)

EPM WHEELS

WM4 19" & WM7 18" Magnesium to suit Kawasaki Z1R or KZ1000, new, never used. Also, 26x7.5x18 Goodyear slick, new, all for \$395. Scott Wilcox (503) 935-1775. (111E)

TZ750 Excellent Condition

Only 1 1/2 seasons on bike, Lockheed brakes, Morris wheels, Lectron plus spares. Call after 5 p.m. (203) 655-6801. (112/13E)

TZ750A True Collectable

First 750 sold by factory, all papers, show-street-race ready. Frame has five races. Fresh motor, paint, \$9,950. (201) 571-0761 or (609) 567-0666. (112E)



My Dear #396

I am sorry. It was terrible for us both. I love you! Get to the checkered first. Love, your POOH BEAR (112)

Trim Road Race/Street Boot

All new for 82. A far superior boot. All colors, sizes, styles. Reg. \$89.95; now \$69.95. Dealer inquiries welcome. GEO HOFFMAN RACING, 45 Orton Dr., Warrensburg, NY 12885. (518) 623-2995. (112E)

1980 Suzuki RM 250T \$695

Fresh bore, stock, not ridden for 8 months. Clean condition. Dave (714) 595-4366. (112)

1981 National TT Champion

Honda XR500 Champion frame, District #3 Champion, New York State short track TT Champion. \$3,800. (518) 399-4270 or (518) 456-4724. (112/13E)

81 Knight Frame

77 YZ250 Yamaha. Bill's pipe, turbo crank, Kal-Gard coated, wide rims, S&W, Ceriani, Grimeca, Magura 40mm, too many spares to list, quit racing. #78 Edgens. (504) 775-8246. (312/13E)

TOPEKA NATIONAL AUG 1979



For Sale Photo Booth

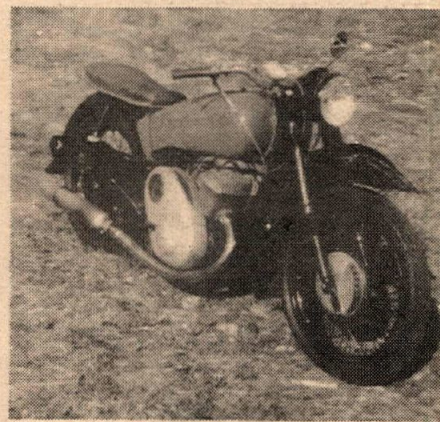
Photo Booth Camera Equipment five panels, Excellent side attraction at competition and promotional events. Price flexible. Write John Holmes, 941 Louisiana, Lawrence, Kansas 66044. (913) 841-8087. (112)

1981 Suzuki RM 250X \$975

Must sell, well maintained, fast, new tires. Dave (714) 595-4366. (112)

TZ750 OW31

New — fairing, crank, barrels, heads, North pipes, EPM, Lectrons, paint. Many spares, gearing, fairings, completely rebuilt/updated, modified swingarm. Possible delivery. \$6,500. Jeff, (518) 623-2995. (112/13E)



1939 DKW 500cc 2 cycle Twin with Supercharger, \$2500.00. 1966 SUZUKI X6 Hustler, \$650.00. 1961 BMW R69S with sidcar \$2900.00. All for \$5700.00. F. Zlock, P.O. Box 741, Spanaway, WA 98387. (206) 537-0487. (112)

1977 Yamaha RD400

Bargain, priced to sell, \$695.00. Mike (714) 963-4137 evenings. (412)

FLAT TRACK



Flat Track Rat T-Shirts

50/50, size 6/8 to XXL \$7.50 includes postage. T-SHIRT SHOPPE, 206 East Poplar, Harrisburg, IL 62946. (618) 252-7544. (112E)

CR 250 R '79

New, top-end, bars, levers, rim, knobby, tank-cover, runs strong, great cond. (714) 895-3865. (112/13)

Honda XL 75, '78

XInt. condition, \$325. (213) 367-6889. (112/14)

'81 GPz550 \$1895 must sell

Need money now! Ask for Paul, (714) 324-0806 or (714) 321-1484. (112/13)

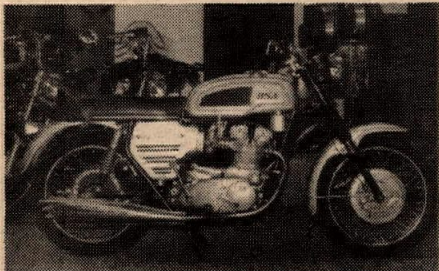
1977 KZ750 \$1,400 or best offer. Fairing, side bags, new rear tire, sprockets, chain, 1,200 miles. After 6 p.m. (714) 657-7938. (112)

XR750 Harley-Davidson

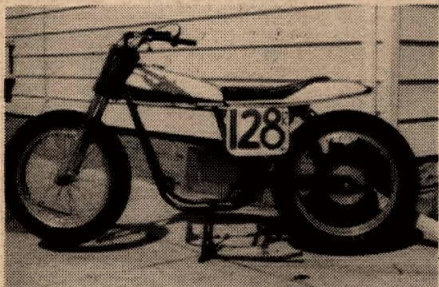
Fresh and rce ready, '75 motor — '78 frame — untouched, '72 heads, \$4,300.00. (702) 363-2853. (112/13)

Michelin Trials Competition

Tires for serious riders. Solid winner of first two International rounds. Very special rubber and carcass. WALT SCHAEFER CYCLE SUPPLY, Rt. 3, Box 148A, Altoona, AL 35952. (205) 538-5906. (112E)



1969 BSA ROCKET 3 MKI: Excellent condition, 2nd owner, always garaged, runs well, all original, 3900 miles, cared for, \$1,800. (215) 644-0174. (112E)



250 CHENEY YAMAHA: Complete, less motor, excellent condition, \$700 OBO. (402) 475-8539. (111/12E)

1975 Kawasaki 250 Trials

Original condition, ridden very little, \$700 OBO. (714) 793-5950. (111/12)

1980 YZ250G

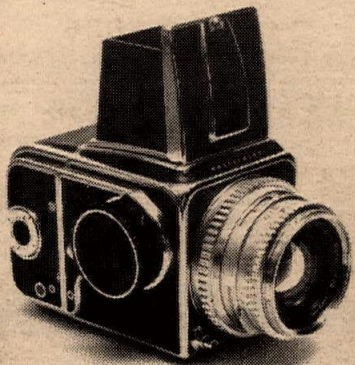
Super condition, extras, too many to name. Bike is very fast. Call now (714) 780-8577. (111/12)

TZ Sale!

TZ750E \$6,000; TZ250G \$4,000; TZ350F \$4,500. All with spares. TZ250G engine \$2,200; 250G rolling chassis \$2,000. (217) 469-2784. (211/12E)

Wiseco Piston Free

Shipping in USA. Colorado (303) 632-3691; Nat'l (800) 525-9804. (111/12E)



Studio Photography

If you need subjects photographed for press releases, advertising or brochures — we can do it! Machined parts, saddlebags, engine kits, etc. ANYTHING & EVERYTHING. Color & Black & White. Reasonably priced. MIKE KLINGER PHOTOGRAPHY (714) 894-3638. (211/TFN)

'81 Armstrong 250 Road Racer

New, raced at Daytona — Rotax engine, \$5,995. (217) 469-2784. (211/12E)

Free Oil Filter

No purchase necessary. Just bring this ad and your motorcycle registration to the NEW Racers South Bay accessory store at 16304 Hawthorne Blvd. (1 1/2 blocks south of the San Diego 405 Fwy). Dirt bikers may choose a fuel filter instead. We're new and we want to meet you! RACECRAFTERS SOUTH BAY, 16304 Hawthorne Blvd. Phone (213) 370-5552 (Expires April 19, 1982). (211/13)

XR-750

Fresh. Call Ray Beck (707) 442-4123 or (707) 442-6166. (111/13E)

Wanted H-D CRTT ERTT

New, used parts, basket case, etc. Merritt Cody, R.3, Box 5, St. Peter, MN 56082. (507) 931-4571. (112E0)

TZ250H

Must sell! Excellent condition, complete spares, EPM mags, Lectrons, dual discs, best offer! Days (203) 886-2407. (112/13E)

Kawasaki Triple Crankshafts

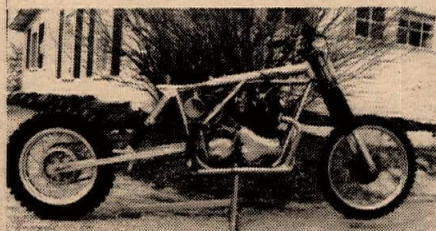
H2's rebuilt, \$175 exchange; H1's and all others, \$150 exchange. Call 205/794-2802 after 4 p.m. CST or write: Damon Kirkland, 909 Post Oak Dr., Dothan, AL 36301. (312/13E)

Norton Parts, Services

99% factory parts, dealer discounts, our fiberglass, list available, big bore kits. RON'S CYCLE SALES, 215 Lancaster St., Leominster, MA 01453. (617) 537-6191. (112/19/EOIE)

80 Yamaha 125YZ

Excellent condition, ridden very few times. \$795. (714) 679-0666. (112/13)



850 Norton Hillclimber

36" swingarm, 12.5" Fox Airs rear, 7.7" Yamaha air MX front, Mikunis, show quality, unraced!! \$1,200 ONO. (414) 691-3263. (112/13E)

1966 MONTESA IMPALA SPORT, 250 rare street racer, very good original condition, motor rebuild, \$850.00. (714) 741-7751. (312)

Yamaha RD350LC 1981 1400km

Road racer dream, Michelin tires, black paint, will deliver, across line \$2600. Phone (604) 463-5666. (312/13)

AFM 200 GP

175 Can-Am, race ready, all rebuilt, best offer. (209) 264-5793. (112)



Bankruptcy Sale

Manufacturer of moto-X jerseys liquidating entire inventory BELOW WHOLESALE! 1st quality, multi-color mesh and knit jerseys, all sizes, logos in stock! Over 4000 jerseys to choose from! \$6.00 to \$9.00 ea. cash only. Can UPS. (C.O.D. & Frt. extra). Hours 10:00-6:00 p.m. weekdays, Sat.-Sun.-8:00-6:00, call (714) 898-5727, 5486 McFadden Ave., Huntington Beach, CA. ALL SALES FINAL, NO EXCHANGES, NO REFUNDS. (212)

Peter Hook's XR750 Frame

81, Lawwill, glass & alloy tank, \$500 OBO. Neil (612) 645-8443. (311/12E)

Wanted: XR750 Frame

1972 & later, stock, uncut or modified. Must be in very good condition. Call or write: Jim McCormick, Rt. 4, Black River Falls, WI 54615. (715) 284-4409 or (715) 284-9773. (111/12E)

Champion XR500

Very trick, best of everything. Edco. motor, must sell, best offer takes it. (209) 835-7104 or (415) 783-5156. (111/12)



Motorcycle Trailer

New, custom, 18' long, 94" wide, Tandem, axle, electric brakes, windows, cabinets, workbench, side and tool doors, \$2700. (805) 252-1227. (111/12)

Wanted: Roadracer roller

TZ250/350 KR or ? roller wanted for Cafe project, early models considered. After 6 p.m. (714) 891-6383. (112)



Russ Darnell MX School

April 5-6, Indian Dunes, April 8-9, Canyon Raceway, Phoenix, AZ. NEW DATES: May 8-9, Barona Oaks, May 31-June 4, Mitchell, NE. June 7-11, Tulsa, OK. June 7-11, Great Bend, KS. June 14-18, Rio Bravo, Houston, TX. June 21-25, Chppola, Greensburg, LA. June 21-25, Oklahoma City, July 19-23, Springfield, MO. Aug. 2-6, Fernlee, NV. Aug. 9-13, Dixon, CA. Aug. 16-20, Washougal, WA. Aug. 23-27, McLeary, WA. Aug. 30-Sept. 3, Saddleback, Aug. 30-Sept. 3, Indian Dunes. Call (714) 980-3212 or (805) 526-8787. (212/TFN)

1982 IT465

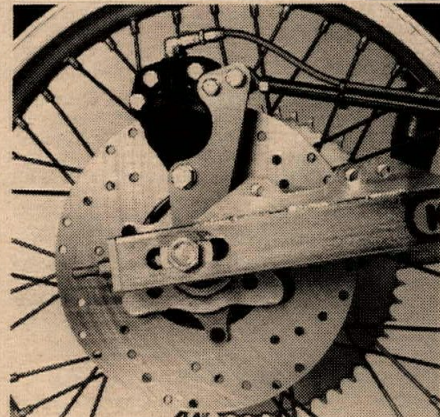
Like new. (213) 991-3018 days; (805) 496-5391 eves, week-ends. (311/12)

'79 Suzuki RM400N

Well kept bike, Works shocks front and rear, desert tank, Boyesen reeds, new top end. \$850.00. (805) 525-0873. (311/12)

'80 Yamaha YZ 250G

81 rear shock, Sun rim, DG pipe, good tires, good shape, must sell. Eves. \$750.00. (213) 316-7548.



Grimeca Brake Kits

Complete kits for dirt track wheels. Front setups for Marzocchi or Ceriani forks. STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (211/13E)

AMA Superbike — Sell or Trade

1023cc Suzuki, fresh Yoshimura Stage III motor, Dymags, Lockheed brakes, aluminum swingarm, best of everything, many spares, ready ready, very competitive, \$4,500 or trade for ?? (314) 343-5547. (111/12E)

Sell your motorcycle in one day!

Innershows, 24 hour info. (714) 498-9226. (211/14)

1981 YZ465H \$1200

Excellent cond., good play bike, 1980 TT500, Cur-nutt rear shocks, Marzocchi front forks, Profab swingarm, oversize carb, cam, very good cond. \$1000. (714) 542-4166 days, (714) 354-2210 ev. (111/12)



★★Portable Air Tanks★★

Complete line from \$35 to \$49. High quality all steel construction, 175 lb. safety valve, dial gauge, 4 ft. hose with ball chuck. Buy 2, save \$10.00. Do it yourself kits, miniature regulators available. Guaranteed. Visa, Mastercard, C.O.D. (213) 498-1486. (111E)

For sale TZ250G

Don Greene's 1981 Novice Champion bike/Plasma sprayed floating alum. front discs/Nicasil cyl. w/ detonation proof inserts in head and barrel/Lectrons/Krober ign./some spares/RD 400 Lt. Super-street/ready to roll out and race or streetable/must see both bikes, best offer. (415) 897-7660. (112)

13' Enclosed Bike Trailer

Chariot fiberglass trailer, 6'6" wide, 6' high, holds five (5) bikes, new tires, mag. wheels, 2 years old, excellent condition. Asking \$1650. STEAL. (913) 749-0260. (112/14)

GS1100 Sport Tourer

81 model, rapid transit. Fairing with lowers, high, low shields, Krauser bags, rack. Pirelli Phantoms, other access. Superb handling and comfort. \$3600 all or \$3200 bare. Will be in L.A. area 4-3, 4-4. (209) 485-5633. (112)



Turbo 1000 LTD

Turbo Pack special pistons, crank mods, balanced, special cams, oil baffles, head bolts, anything else you can think of. 8,500 miles on bike, 2000 miles on engine since turbo. Unemployment forces sale, \$3,800.00 OBO. (503) 779-6863. (112)

Superbike Suzuki GS1000S

Brand new Yoshimura Stage-III motor, C-R's, Grimeca's, E-P-M's, Ohlins, Goodyears, best of everything, \$4500.00 or trade for streetbike, can deliver. (604) 987-6930. (112/13)

81 Yamaha YZ465 xInt. \$1150

Perfect condition, must see, Metzeler. (714) 891-6630. (112/13)

Custom Motorcycle Painting

Class "C" speedway, street. Call Barry (213) 886-3341. (109/12)



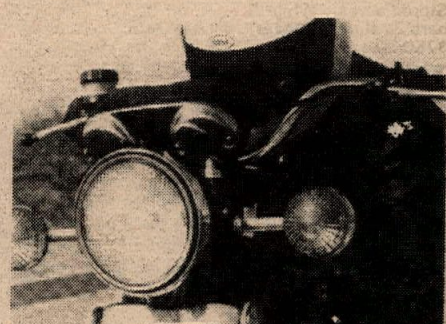
Sponser Needed

1st Division Speedway rider needs a sponsor with speedway bikes. Contact: Derek Gage, Riding No. 28. Phone (714) 359-4224. (109/12)

1978 SUZUKI GS1000, 6100 miles, super condition. \$2100 firm. Extras available. (805) 687-9504. (111/12)

80 SWM 320 Trials

Many new and xtra parts, xInt. cond. \$1200. (213) 379-4013. (111/12)



Maxi-Speedo Converter!

Convert your 85mph into a 170 mph speedometer. Simple, compact, do-it-yourself. Includes precision miniature nylon gearbox and face decal. Odometer remains useful. Fits all '80 and up Japanese and H-D. Only \$29.95 + \$1.50 P&H. MAXI-PRODUCTS, 9271 Archibald Ave., Cucamonga, CA 91730. (714) 987-2313. (210/13E)

1982 Daytona 200 Motorcycle Classic Programs

Limited quantity available of the 1982 41st. Annual Daytona Motorcycle Classic program at Daytona International Speedway. Send \$5.00 check or money order to: Program Dept., International Speedway Corp., 1801 Speedway Blvd., Daytona Beach, FL 32015. (210/13)

81 YZ465H & '79 Mini Motorhome

\$1,250.00 YZ465, excellent condition, many extras. 20 ft. Dodge King O' Road, like new, low miles, 440 motor, bike racks, \$13,500. (714) 496-8779. (112/13)

'79 Yamaha YZ 425

Completely rebuilt & ported by Dusty Baker. Bob Hanna swingarm, Terry kit, reworked monoshock, 12" travel front & rear, 17" rear wheel with heavy duty spokes, heavy duty motor mounts, skid plate, desert tank, perfect condition, \$925. (213) 998-8539. (112)



★ATC 250R Throttle Kits★

FIRST TURN M/C PRODUCTS has put together a twist throttle kit for ATC's to eliminate thumb throttle. You get a complete whirllull assembly, trick teflon cable and Oury or Oakly grips. \$39.95 value for \$31.95. Send check or money order to: FIRST TURN M/C PRODUCTS, P.O. Box 7700, Woodland Hills, CA 91367. (213) 992-8019. Calif. residents 6% sales tax. (112E)

1982 KTM 495 only 8 hrs. use

Must sell, aluminum silencer plus extras, \$1995 firm. 10 to 6 Wed. thru Sun. (714) 559-4306, eves. (714) 830-2255. Fantastic Deal. (112)

1980 Kawasaki KX250 Uni Trak

Brand new condition, ridden only 6 times, never raced, many extras. Must sell, \$800. (714) 599-4482. (312)

1981 YZ80

Excellent condition, ridden five times, \$525.00. (213) 258-0028. (112)

1980 Honda CR250R Immac.

New front Metzeler, rear Dunlop, new bars, Whirpool throttle, grips, stock engine, D.G. pipe, stored last year, excellent cond. Must sell \$825.00 O.B.O. Call eves, John (714) 531-1913. (112)

'80 XL500, 2000 miles, best offer, trade for Odyssey or ATC250R. '71 R5 350, fresh motor, 80 or trade. '80 XS400 parts. (213) 596-7180. (112)

'81 Maico 250

Very fast, excellent condition. Dave (213) 426-4642. (112)

★★YZ250F 100% Finisher★★

White Bros. Mono, forks, fresh tires, chain, cables. \$Hundreds in spare parts. Raced & maintained by Vet. \$850. See in Westminster (714) 891-7239. (512/TNF)

Tohatsu 250 Twins

Very rare, early 60's models. One complete, excellent condition, one partial with many spare parts. Offer or trade for dirt bike or ? (209) 485-5633. (112E)

1980 Yamaha XS650 Special

Excellent condition, low mileage, extras. (213) 425-4944. (113)

RD 400 Racers!

★I have 2 sets of cylinders★ '78 RD400 Specialist II, all out, track, portwork TZ reed, conversion 1st overbore, ready to go! \$250.00. '79 RD400 Daytona Special with Woody Kyle Racing portwork, TZ reed conversion, new 1st overbore, 2 new pistons with matched machine work, never run, \$300.00. Contact Chuck Quenzer (714) 983-6650. (112)

78 YZ400E

Stored a year, White Bros. front & rear, Answer bars & alum. silencer, Metzeler, xint. condition, \$750.00. (714) 359-1563. (112/13)

1981 YZ465H

Prime condition, never been raced, new tires, Cycle-Am (SMX) fenders, Answer Products silencer and seat. JT leathers, Scott boots and more. First \$1,700 takes all. (805) 644-9224. (1120)

1980 KTM 250

Fox Shox, new tires, excellent condition, many extras included. Owned by mechanic. Such a deal, only \$850.00. (714) 847-5777. (112/13)

'81 Yamaha 125 YZ H

Seldom ridden, White Bros. mod. Must sell, \$850.00 or best. Also three rail trailer, \$250.00 and '78 RM 80, \$250.00. (714) 542-9619 or (714) 957-2967. (112)

1982 Yamaha 250 TT \$1295

Showroom condition, only ridden 2 tiems. Must sell. (916) 726-7236. (112)

★1981 KX125 Kawasaki extras

Complete 81 engine, 80 frame, new Metzeler's, Renthal bars, Answer silencer, Boyesen Reeds, Boost Bottle, Gunner Gaser, fresh top end, fast. Call after 6:30 p.m. (213) 835-1548. (112)

'73 Ossa 250 M.A.R. Plunker

Trials, used for enduros by girl. Stored 5 years, \$300. Reseda, (213) 342-1001. (112)

DUNLOP ELITE \$49.00

100/90V19—\$49. 120/80V18—\$59.88. Call for stock check, other size prices. PRICE INCLUDES F.E.T. & MOUNTING!!! VISA/MC, CHECKS, MAIL ORDERS. BC CYCLE SUPPLY, (714) 891-5286. (212/TFN)

'82 Toyota 4x4

4 speed, short bed, 8000 miles. Sell or assume lease. After 6 p.m. (213) 434-4761. (112/13)

'78 Can-Am 370

Rebuilt top end, new electronic ignition, alum. silencer, new seat cover & fenders. Excellent condition, \$575. (213) 998-8539. (112)

'79 RM400N

Great condition, ridden little, aluminum muffler, \$750. After 3:00 p.m. (213) 433-4771. (412/13)

New Time Keeper Combo \$35

Clock and roll chart. Add \$1.50 shipping. POP SHOP RACING, 6353 Ventura Blvd., Ventura, CA 93003. (805) 656-9028. Calif. residents 6% tax. (112/13E)



Fully enclosed trailer

Lightweight and strong. Designed to be towed with small truck or economy car. Fits up to 3 motorcycles. Radial tires and fully sealed Timkin gearing, axle. \$695 to \$995 complete. WAR, INC. (714) 489-7538. (312/13)

81 Suzuki 250 Floater \$1250

Ridden seldom, job forces sale, excellent condition, no water hassles. (213) 548-4484. (312/14)

Yamaha 125's super cheap!

Yamaha 125 F \$400.00, been in storage for two years. Yamaha 125G \$500.00, excellent cond. Yamaha 125H, excellent cond. Yamaha 60H \$375.00, excellent cond. All bikes must go! (714) 375-7298. (312)

1980 Yamaha 250G

Excellent shape, White Bros. shock, 2.4, 4.0 gallon tanks, extras, sprockets & parts. New seat, Sun rims, fast & smooth. \$1000.00 firm. After 6 p.m. (714) 620-4878. (312/14)

1982 Suzuki RM125Z

Ridden 3 times, completely stock, showroom new! \$1100. (213) 988-5307. (112/13)

1967 Yamaha YDS3 zero miles

1967 Yamaha YDS3, zero miles, blue and white, a collector's item. (206) 531-9245 eves. or (206) 531-9245 eves or (206) 848-8761 days ask for Bob. (112/13)

450 HONDA, 13 second drag bike, ready to race or part out for street machine. For details (602) 888-4804. (112)



C AND J FRAMED 78 Yamaha YZ250, new frame, two races, Lectron, Ceriani, Goodyears, Boost Bottle, fast, \$1200. Delivery considered. (303) 651-2109. (112)

1981 Suzuki RM 125 X

Excellent condition, safety seat, Metzeler front tire, new rear Dunlop, extras, standard bore, \$875. Size 30 Halman nylon leathers, perfect, \$50. Boots, size 10 \$30. (714) 758-0655. (112/13)

1976 Honda MR 250 trailbike

Not fast but always reliable, Vesco Skinny Fat, S&W shocks, K&N filter, \$395. (714) 531-2847. (112/13)

DR 400 1980 trick

Simons forks 11", works shocks 11", 36mm Mikuni carb., Whirllull throttle, pipe with Super Trapp, Checkpoint odometer, H.D. clutch, springs. \$1400.00 O.B.O. (213) 326-3542. (112/13)

1980 Kawasaki KX250 Uni Trac

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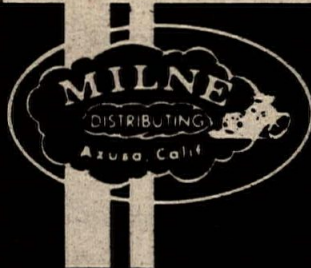
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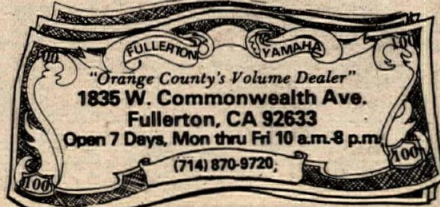
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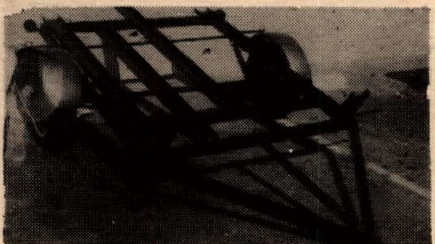
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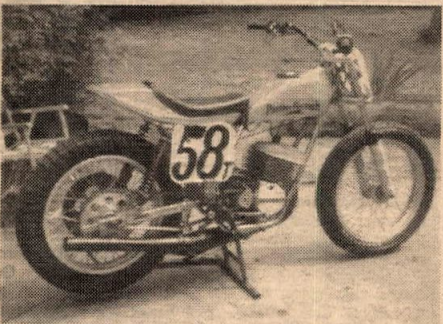
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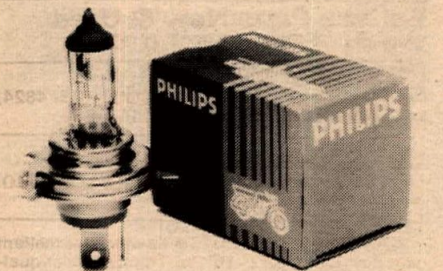


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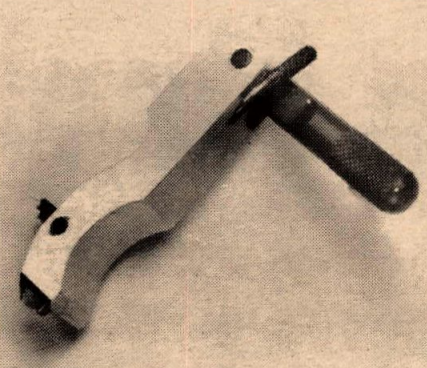
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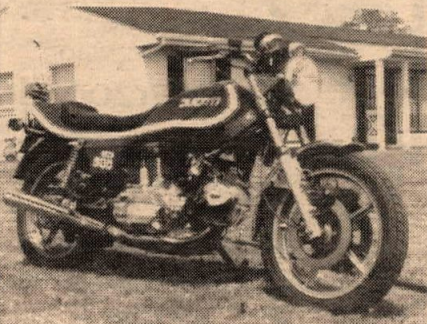


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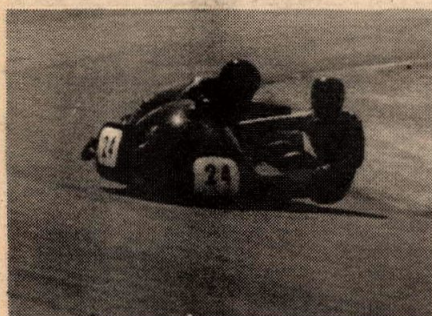
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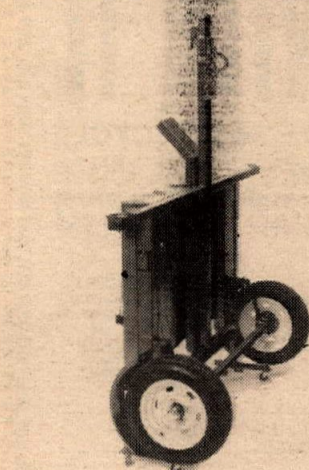
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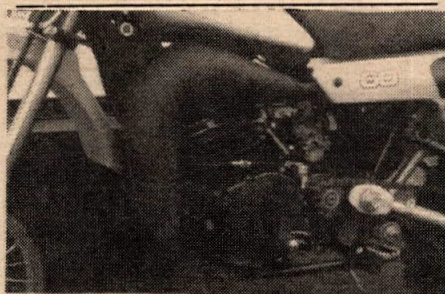
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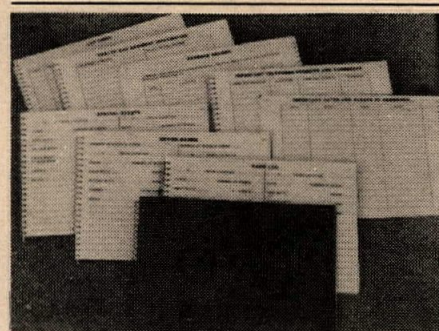


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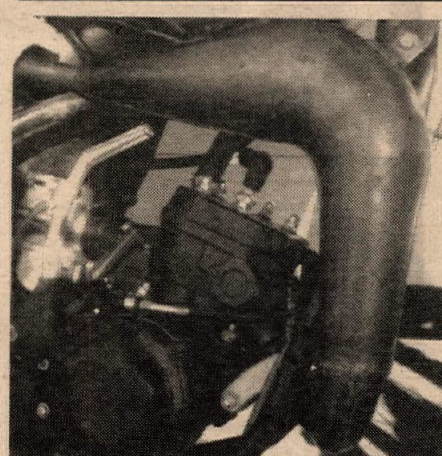
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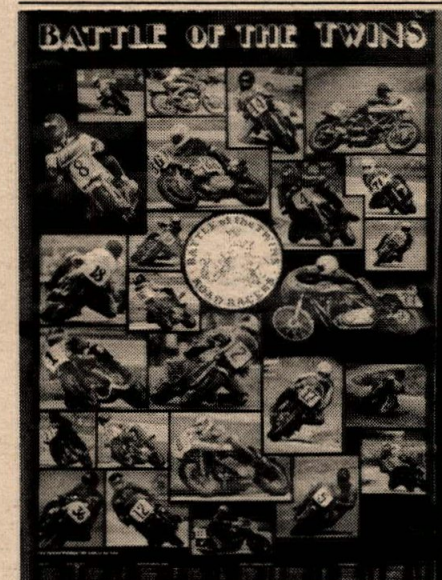
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ON THE FRONT PAGE: A rare-but-beautiful sight: A Honda CB1100RC on the open road. Our impression begins on p. 24. Photo by Mark Kariya.

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VOICES

Riders shafted?

An open letter to Dave Coombs and Paul Schlegal: My name is Connie Feist, AMA #261830, and these are my opinions *only*!

I agree, reducing to one the number of qualifiers does cut the cost of qualifying, but it also increases the play of luck. Shouldn't the qualifier consist of four motos, two on Saturday, two on Sunday? Couldn't a rider's best three of four motos be counted toward qualifying? Can the AMA justify having two qualifiers in California, or is this a kissey-kissey type of encouragement because the Californians are wise to the ineptness of the AMA, hence the CMC and others?

Do "B" riders need a championship? Is this in reality a money-grabbing ploy by the promoters? Will a "B" champion be able to run his acquired number in the "A" class the next year?

Why run Stock and Modified classes? Who will get to run the number one plate the next year, the Stock champion or the Modified champion? If you can justify a need for Stock and Modified classes, why not run the 250 and Open classes that way?

Is it fair to give early entries first choice of starting positions?

When the program was conceived, were any riders polled? The whole program sounds as if it were concocted by a promoter, for a promoter who could care less about the sport or the riders.

Narrow minded Mr. Schlegal refused any discussion on any of these points and informed me that the subject was closed. Does that sound like someone who is interest in bringing off a successful program? The big question is — *why*? Could it be money instead of the interest of the riders?

In address to the statement Mr. Coombs made that the Buchanan National was a "fiasco." In my opinion, things ran very smooth, as good as the Minnesota National and *much* better than the California National.

Riders, corner your Congressmen, Trustees, Mr. Schlegal and Mr. Coombs. Find out the answers to

these and your own questions. It's in your best interest.

CONNIE FEIST
1981 National Amateur
Champion — 125cc class
Columbia City, IN

Restrictor removal won't help

The problems faced by privateers in AMA/Winston Pro Series road racing cannot be solved by removing restrictors from Yamaha TZ750s. The reason Dale Singleton didn't win at Daytona isn't because four-strokes without restrictors are faster than his TZ750. The reason he didn't win is because the factories came to play in earnest and nobody, but nobody, doing it on his own can compete with factories.

A restricted TZ750 won the Daytona 200, but it was a factory bike. Four-strokes led the Daytona 200, but they were all factory bikes. A YZR500 and a KR500 led the Daytona 200, both being factory bikes.

My bike was the first non-factory four-stroke to finish, and it wasn't as fast as Dale's Yamaha.

Factories bring good to road racing — they advertise their wins, adding to spectator appeal and interest, they pay salaries to riders they hire, they learn stuff racing that eventually shows up on street bikes.

But factories also put the privateer in a hard place, because no privateer can afford to develop, manufacturer and race a \$1 million V-4 Honda that is as much like a V45 street bike as a greyhound is like a piglet.

The answer is not to eliminate restrictors. The two-stroke, especially the two-stroke 750, is on its last legs. There is no connection to two-stroke race bikes and four-stroke street bikes, thus eliminating any chance of sponsorship from companies interested in selling to street riders.

I raced my restricted TZ750 with some success in 1980 and 1981, but when it became obvious that four-strokes were the thing of the future, I got sponsors and switched. That's a big move, and an expensive one. So what do you tell privateers with four-strokes if the restrictor rule is lifted?

This is not an easy problem. There is no just answer. But I cast my vote

in favor of the status quo. I'm looking to the future. I'm working on my four-stroke. The day will come when it is competitive with restricted privateer Yamahas ridden by equal riders. In the meantime, restrictors should stay.

Dale Singleton's problem isn't with restrictors. If Graeme Crosby's factory TZ750 was unrestricted, it would still be faster than Dale's. The problem is with factories, and there is no answer.

BRUCE HAMMER
Los Angeles, CA

Singleton was a leading proponent of doing away with the restrictor rule... Editor.

Vintage Moto Guzzi money

I have a 1967 Moto Guzzi, 125cc, in excellent condition, and I am trying to find out what it is worth. Do you know of any information that can help me in establishing the value of the bike?

DOUGLAS S. GRANT
P.O. Box 611
Rollinford, NH 03869

Open letter to California riders

There is an increasing disrespect within the California Department of Parks and Recreation for the investment off-roaders have made in the "Green Sticker" fund. The administration of the fund continues to reflect a complete insensitivity to the intent of the original legislation and a total absence of departmental advocates to protect the fund.

The recent \$8.5 million which was pillaged from the ORV fund must be considered the *last straw*. California riders must take pen in hand and demand that their elected legislators restore the \$8.5 million and act immediately to pass AB 2397, placing the ORV program under a separate commission.

If we don't act now, the state will continue to take illicit "loans" until the green sticker fund is bankrupt. *Now is the time to raise hell!*

ROBERT RASOR
Director, Government Relations
American Motorcyclist Association
Westerville, OH

Honda ad incorrect

While reading the Mar. 24 issue of *Cycle News*, I noticed Honda's race win ad for the Daytona Superbike race is in error. While not trying to discount Honda's fantastic showing, I think it should be noted that contrary to the copy in the above mentioned ad, Honda is not the first team to take the top three positions at Daytona. Yoshimura also grabbed the top three positions in 1979, with riders Ron Pierce, Wes Cooley and David Emde. All three riders were Suzuki-mounted.

Like football or baseball, motorcycle racing has its statistics and records. Thank you for the opportunity to set this record straight.

JERRY STRAIN
Brea, CA

You're right, Jerry, and while we're on the subject, it was Darrell Shultz's second straight Daytona Supercross win, but he did it in 1981 on a Suzuki. However, to err is human, to forgive is divine, and to go fast it's all about...Editor.

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April 7, 1982 **Cycle News**

SATURDAY, APRIL 17

- 200-kilometer box-stock race
- Qualifying heats for Sunday's events

SUNDAY, APRIL 18

- Formula II National on 250cc GP bikes
- Bell Helmets Superbike National, a 100-kilometer sprint
- Budweiser 500-Kilometer Endurance Race on exotic Formula One machinery

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THE LATEST POOP

BY PAPA WEALEY

Yamaha's Kenny Roberts won the opening round of the 500cc World Road Racing Championship Series held Mar. 28 in Argentina. Roberts qualified fastest and led most of the way, finally staving off fading brakes in the late laps for the win. Yamaha teammate Barry Sheene and Honda's Freddie Spencer had a tremendous dice going for second, even passing Roberts several times before it was finally settled with Sheene in second and Spencer in third. Suzuki-mounted Franco Uncini finished fourth with defending World Champ Marco Lucchinelli (Hon) fifth. Suzuki's Randy Mamola DNF with a broken gearshift.

Yamaha's Marc Velkeneers put together a 1-2 tally to win the 125cc World MX Championship opener in Holland on Mar. 28. Velkeneers won the first moto over Suzuki-mounted Harry Everts and Gilera pilot Michel Rinaldi and Suzuki's Eric Geboers. Geboers came back to win the second moto.

Frank Stacy (Mai) posted the top individual score in the Foggy Mountain One-Day Qualifier March 28 at Tellico Plains, TN. Stacy's 961.2 score easily outdistanced Mark Hyde's (Hus) 984. Stacy took the 250cc Intent class win while Hyde was the Open Intent class winner. In the 125cc Intent class, the honors fell to Mike Melton (Hus). Johnny Martin (C-A) was the 175cc Intent class winner.

HosPITal STOP: Kevin Case, the "Desert Ace," will be out of action for about a year following a bad spill Mar. 28 in the San Felipe 250. He was in the process of moving his 125 up through the 250cc class when he did a front wheel number off a jump. The crash broke his left femur, and five hours of surgery were required to insert a rod in the leg. He could use all the cheering up he can get and would appreciate you dropping him a card or letter at 10560 Margarita Ave., Fountain Valley, CA 92708. By the way, he'll also be needing to part with his stable or race bikes, seven assorted Yamaha YZ125s and 250s, vintage '81 and '82, to help defray medical bills.

Orange County International Raceway in Irvine, CA, begins its season of Thursday night motocross on Apr. 1. All classes run each week with Vets and Seniors running on the first and third Thursdays of each month. Membership is not required for the R.A.C.E.-sanctioned event. Gates open at 5 p.m., practice is at 6, and

racing starts at 7. For more info, call 714/836-0437.

The California speedway season starts Apr. 2 at the Orange County Fairgrounds in Costa Mesa and continues every Friday night through September. San Bernardino begins their run through September on Wednesday night, Apr. 7. Gates open at 6:30 p.m. at both tracks with racing getting underway at 8. For anything you need to know about Costa Mesa, call 714/492-9933. San Berdoo scoop is at 213/446-0969.

Sam Pierce, known to long-time motorcycle aficionados as "Mr. Indian," passed away Saturday evening, Mar. 27, after a bout with cancer. An active Indian dealer, Pierce strove to keep the marque at the top of the heap during the '40s and '50s. Most recently, he was the curator of Steve McQueen's motorcycle collection in Oxnard, CA. The funeral will be Thursday, Apr. 1, at 12 noon. It will be held at Alexander's Mortuary, 5800 E. Beverly Blvd., in East Los Angeles. Godspeed, Sam...

Good news from the legislative front up in Washington state. Governor John Spellman signed SB4692, the state's motorcycle rider training and licensing bill. In the meantime, the state legislature adjourned without taking action on SB3283, the OHV fund rip-off. That effectively kills the bill for this year, although it can be brought up next session.

Dan Ashcraft (Hus) won the Mar. 28 Rovers D-37 hare and hound at Red Mountain, CA. Ashcraft was followed in by fellow Husky rider Dan Smith and Honda pilot Lee Scheffers.

John "Light Brown" Lancione is out of intensive care following his recent heart attack and should, by the time you read this, be on the mend at home.

"We had two clear cut victories in court today," said Phantom Duck of the Desert Louis McKey in a pressday phone call on Monday, Mar. 29. McKey is suing the Bureau of Land Management over denial of his rights in regards to use of the California desert. "We filed two motions; one to modify the suit to drop portions already conceded by the BLM, and another to deconsolidate the suit from the others (regarding the desert issue). The judge granted them both!" The Duck's suit will probably go to trial in about 90 days.

Honda's 500cc National MX team received additional personnel. Darrell Shultz, who injured his knee and was kept out of the Houston Supercross, will join Chuck Sun in the big-bore wars, thus giving the knee even more time to heal. David Bailey suffered a broken fibula at Houston. The decision to keep him in the 250cc class or move him to 500s has not been made yet.

Carlos Serrano has been released from his AA Maico contract, according to Selvaraj Narayana, Maico's Racing Team Manager. No replacement has been named, and Serrano rode a Roost Factory Suzuki in the 250cc class at Hangtown.

Brad Lackey's busy weekend of racing — driving a Class 1 car at the San Felipe 250 and riding the 250cc National class at Hangtown the next day — produced nothing but frustration. Lackey never made the starting line at San Felipe because his car didn't make it. So, he jetted up to Sacramento, rode a couple laps of practice at Hangtown the next morning but was unable to complete his three-lap qualifier due to reported engine problems.

Sportsman riders took to the track the day before the Hangtown National. Rick Ryan (Suz) aced both 125cc Expert motos. He will turn 16 on June 6 and be "legal" to contest Pro Nationals. Mike Holmes (Suz) won the 250cc Expert class by outpointing Jerome Heiberger (Mai). Heiberger came back, though, and took the 500cc Expert win. Coverage next week.

Don't be surprised if both Honda and Yamaha show up at Ascot Friday night, Apr. 2, to test half mile engine at the Gardena Gold Cup half mile. It their would make sense since "everyone" will be in town anyway for the TT National there the following night.

National MX campaigner Steve Rhyhan, who was slated to ride a Horsepower Factory Honda in the four-stroke exhibition race at Hangtown, has been hampered by compressed vertabrae which has reduced the amount of time he can spend riding and training.

Kunizo Konakazawa, better known as "KK" in National MX circles, is returning to Japan after four years in the States as Showa's racing service manager. No replacement has been named yet.

Peter Locasio will be leaving his position as the National Advertising Manager for Kawasaki Motors Corp. effective Apr. 5 to take a new position with Hester Communications. Locasio's new job will be director of Sales and Marketing for Hester, with responsibility for sales of both advertising for the firm's publications and exhibit space for their trade shows. In Locasio's marketing duties, he will be developing new products, and programs to support existing products. "I'm excited about this new opportunity," said Locasio, adding, "I've been an advertising director for six years, and this will be a whole new experience; the first time I've been on the publication side."

J.C. Agajanian has received permission from the General Manager of the Cal Expo Fairgrounds in Sacramento to put as much calcium chloride on the one-mile dirt track as needed for

his Apr. 17 AMA/Winston Pro series 25-mile KRW Helmets-sponsored Mile National. This is a reversal of past years when horsemen objected to the use of the chemical to hold water in the surface for a faster track. Advance sale tickets for the night mile, first of the year on the Winston Pro Series, are on sale at all Ticketron and Bass outlets in northern California, as well as the Howe Ave. Box Office, 925 Howe Ave., Sacramento. Over 1,000 tickets were sold the first day they went on sale.

Following the AMA decision to remove the 750cc two-stroke restrictor rule from Formula One road racing, we asked Yamaha Racing Team Manager Kenny Clark if that would change his team's plans. "No," he replied, "Jimmy Filice will still ride the TZ500J." Asked for a comment on the restrictors' demise, Clark said, "I had a better idea. Put them on the 1,000s. Seems like all these years they've penalized the private Yamaha riders. If you'll remember, they originally put in the restrictors because of tire problems. Look at the tire troubles the Hondas had at Daytona."

There's been a switch in travel plans for Kawasaki Team Green's western van. It will be in Boise, ID, on Apr. 24 for the TT regional there, instead of at Edwards AFB as was announced last week.

In case you were wondering what happens to California Green Sticker monies — well, what's left after the State Legislature finished its rip-off — you should know that \$124,289 is paid in salaries for administrators. OHV Coordinator Dave Cox receives a healthy \$36,228 himself. And that's not counting cost of living raises scheduled for later in the year...

Papa received a phone call from a reader who was critical of California Green Sticker monies being used to help acquire a drag strip near the Castaic area. However, Papa's sources in Sacramento say it's a good deal. Under present plans, somewhere over \$100,000 in OHV money will be used to buy 115 acres just north of the Los Angeles area. About 15 acres will be utilized for the drag strip, with the drag people committing over \$1.5 million to the drag strip. The remaining 100 acres will be available for OHV use.

Mark off May 27-30, 1982 on your calendar. Mark it off as the 17th annual Southwest Safety Congress and Exposition, and it will be held at the Camelback Inn in Phoenix, AZ. Friday, May 28, is the big day of the Southwest Regional Motorcycle Safety Conference. There will be presentations on safety, equipment, medical treatment, demonstrations, licensing, education and research updates, and an MSF instructor session. Saturday and Sunday, May 29 and 30, will be largely reserved for group tours among the motorcyclists. For more on the safety conference, call Suzanne or Craig Etzel at 602/869-9644 (office) or 602/971-6031 (home).

Anyone planning on competing in the invitational 250cc GP race running with the Long Beach GP should be aware that all entries must be registered by 8 p.m. on Thursday, Apr. 1. Registration takes place at the Queen Mary. If you've got any questions, contact AFM Pro at 714/371-0651. Oh, by the way, that Apr. 1 deadline is no April Fool's joke.

NATIONAL PAPERS

When a person or group gets mad about something, usually they do one of two things: pack their bags and leave, or try harder than they did in the past. It appears that the people from Honda have taken the latter course.

A couple of years ago Honda tried hard to get rule changes towards more 500cc involvement in dirt events. They lined up a dealer support program for racing participation, etc. Nothing really ever came of it at the AMA level.

So if early 1982 season Pro racing is any indication of the total commitment by Honda, the rest of the racing world had better get a tight grip and hang on.

The red, white and blue "H" finished 2-3 in the Houston short track, and 2-3 in the Houston TT. Then they finished 2-3-4 in the Daytona 200 road race. They swept the Bell 100 Superbike road race and won the Supercross. Honda must be mad as hell.

Honda put more riders into the two Houston finals than any other brand, 11. Their riders now lead the Supercross point standings as well after five events. And they lead the AMA/Winston Pro Series Manufacturers standings.

Honda has some very good riders, like all factories should. Mike Kidd for the dirt, Freddie Spencer and Mike Baldwin for road racing, and

Darrell Shultz and Donnie Hansen for MX events.

With talent like this there should be results. But hold on for a minute. What about the kid, Steve Wise?

Maybe it is an experiment with Honda or maybe Steve just happened to be in the right place at the right time. Or it could be pure luck on the part of the former MX racer whose last major MX win was the 1979 New Orleans Supercross, followed by his back-to-back Superbikers wins.

So the next stop was the National TT at Houston where he got third and more press than any other third place finisher in any race in the past. He rode differently, he raced against tradition — and nearly won the race. Long-time dirt trackers are traditionalists by nature and so are a lot of promoters.

Early this year, following an AMA rules change that allowed him to compete, Steve was offered a Superbike ride, a ride that several dozen road racing "specialists" would have given just about anything to get. Wise finished eighth after getting a lap down, but rode much of the race right with third place finisher Roberto Pietri.

For some unknown reason the number one road racer in Europe, Marco "Lucky" Lucchinelli, decided to pass up Daytona, even after testing down there prior to the event. This left an empty saddle for the 200-miler.

Again Honda went to Wise and asked him if he wanted to go at the big guys in the biggest road race in America, and maybe the world, as far as importance.

If a lot of guys would have liked to have his Superbike ride, imagine how many would have been willing to pay

anything for the Formula One 200 ride?

So young Mr. Wise qualified and then went on to finish a respectable seventh. He did not run in the class with Freddie Spencer, Kenny Roberts, Graeme Crosby, etc., but he did stay on the wheels and did not get in anybody's way. He also left Daytona with 300 miles of solid road race experience.

Wise, believe it or not, also left Daytona as the Winston Pro Series National point leader! And he's second in Superbike points.

After Houston and before Daytona he was quoted as saying he was going to win *all three* of the remaining National TT events!

The next TT is the tricky Ascot National, running on Saturday night, Apr. 3.

For years the race belonged to TT specialists of the Dick Dorresteyn, Eddie Mulder, Skip Van Leeuwen mold. As the years went by the non-specialists had a chance and of late riders like Mike Kidd have an equal chance. Kidd has won it the last two years on two different brands of 500s.

Ascot no longer has a raft of once-a-month TT specialists. In fact, the long-time TT track is only used for the National once a year.

The first National was held there over 20 years ago and to the credit of Wise he is the first to ever state before the race, in print, that he was going to win the final.

Ascot is not Houston. The tracks are in no way alike. You can set the entire Houston course inside the Ascot track and have room left over.

The 500s can indeed win the event and most of the contenders have switched from 750s to 500s even

though many still feel that a good rider on a good 750cc can blow the doors off the field.

Mr. Agajanian should be very happy about Mr. Wise. He has a new kid on the block that surprised everybody at Houston and now says he is ready for Ascot. It should be worth a lot of extra people just to see how good, or how close, he will come to taking it all.

Steve talked with me twice at Daytona on the radio show. He is sincere and not trying to put down any other rider. He believes in himself and has more than enough desire. He also is very qualified to talk on the microphone.

Kidd won the Ascot TT two years ago on a Honda 500; it can be done. Wise, not Kidd, is the point leader. Wise has now tried TT and road racing and has proved himself. How about the Sacramento and San Jose miles and the Ascot half mile that are just around the corner in April and May?

Honda headquarters is just down the street from Ascot. Honda had well over 100 people in Daytona from Gardena headquarters. The whole factory should be out for this one.

Honda will come to Ascot with Kidd, Wise, Mickey Fay, Brett Barkman, Steve Morehead and Terry Poovey. No other brand will have that depth.

Now all they have to do is beat out names from the past such as Ricky Graham, Jay Springsteen and Steve Eklund, plus Alex Jorgensen, to name a few.

The Ascot TT has long taken a back seat to the twice-a-year National half miles. Not this time around.

Roxy Rockwood

April 7, 1982 **CYCLE NEWS**

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Aug.

Sun. 1 Regional	\$4000.00 Oregon S.W.
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June

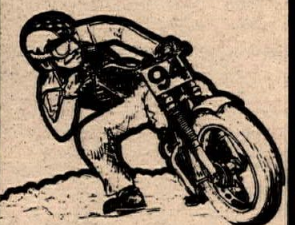
4	\$1500.00
11	\$1500.00
18	\$1500.00
25 Reg. \$4000.00	Championship

July

16	\$1500.00
23	\$1500.00
30 Reg. \$4000.00	Championship

Aug

1 Reg. \$4000.00	Championship
6	\$1500.00
13	\$1500.00
20	\$1500.00
27 Reg. \$4000.00	Championship



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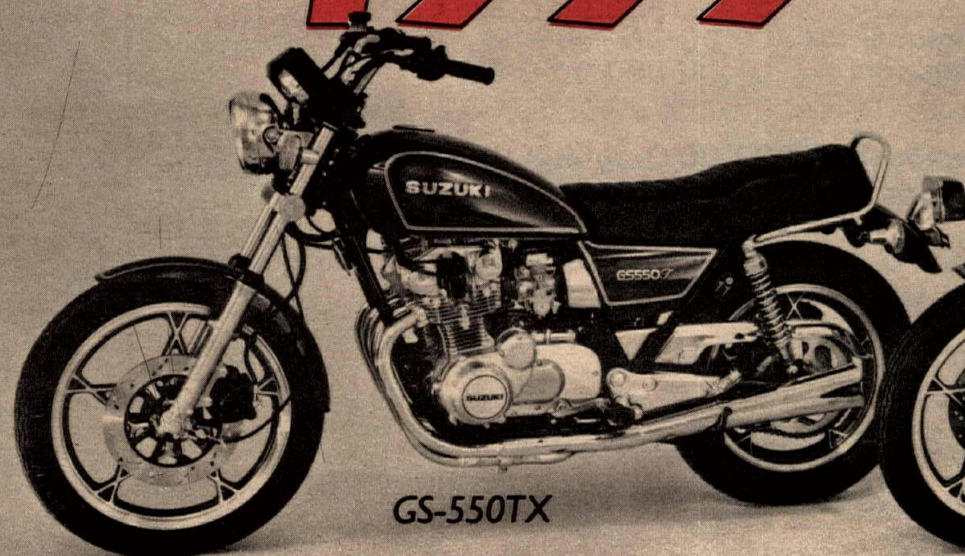
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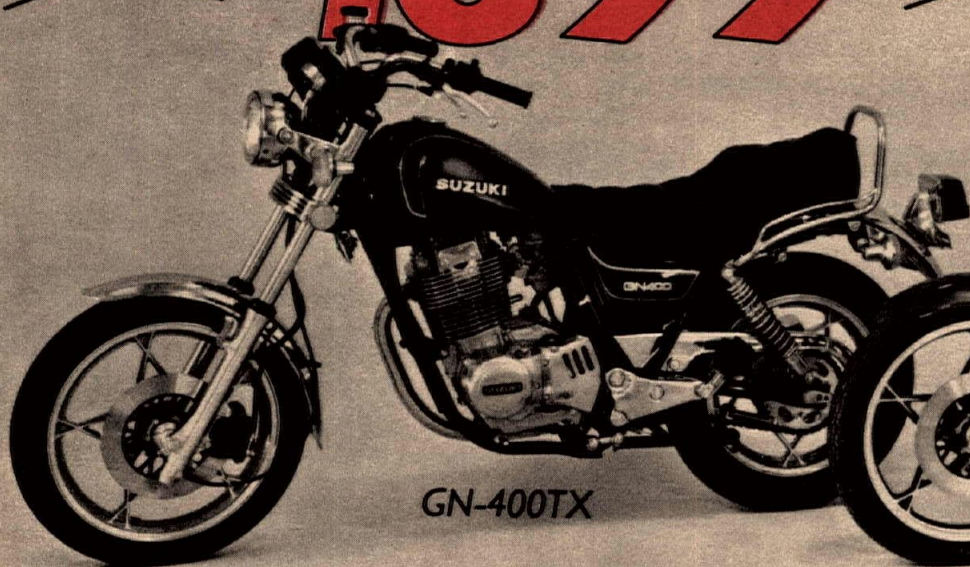
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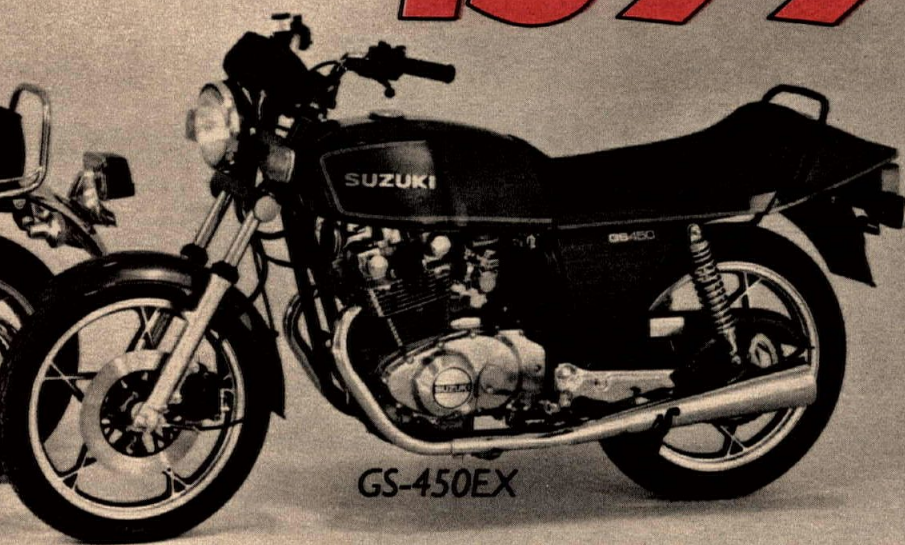
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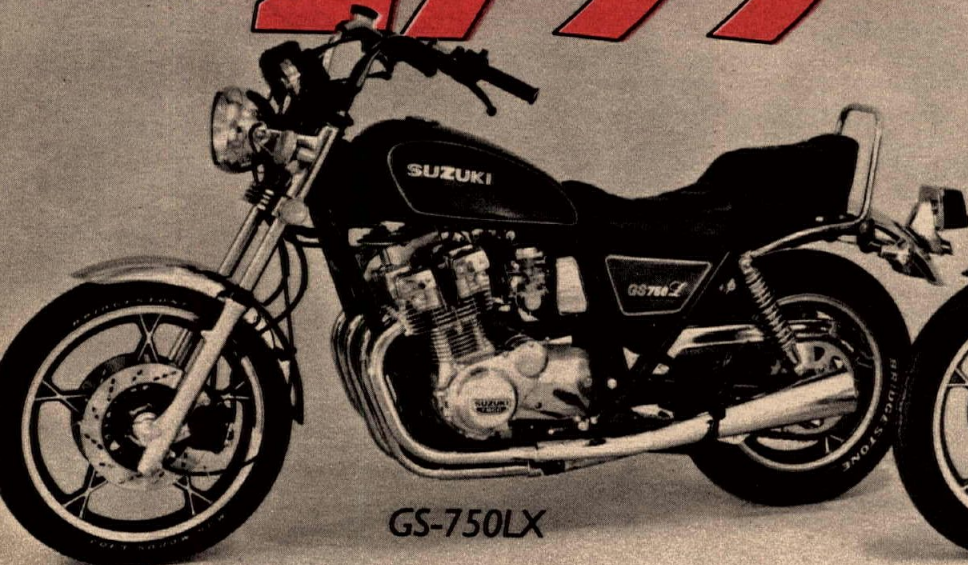


GN-400TX

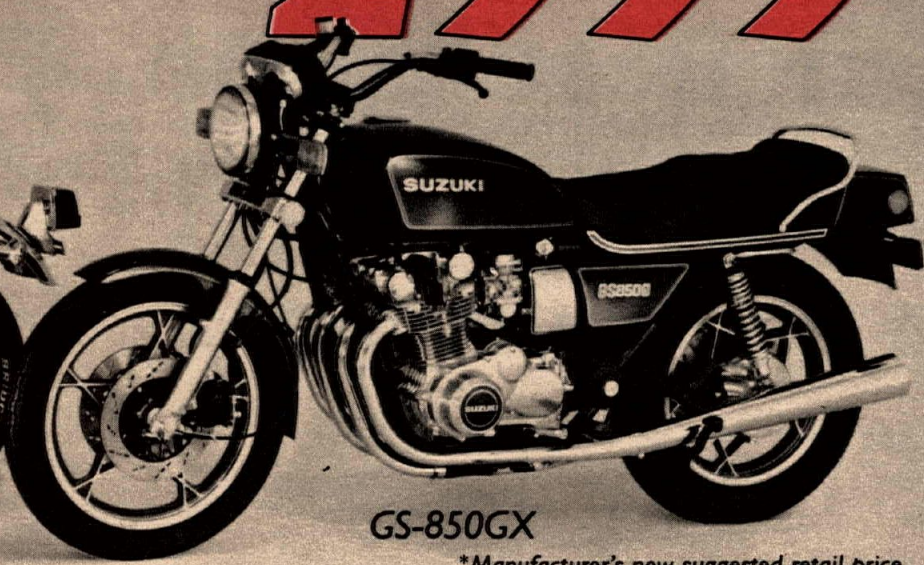


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GS-750LX



GS-850GX

*Manufacturer's new suggested retail price.



Rick Johnson (top) powered to his first overall National win in the 250s. (Above) A typical mid-pack second turn looked like this. Those aren't birds in the air.

AMA 125/250cc National Championship Motocross Series: Rounds 1-1

Barnett, Johnson bag muddy Hangtown wins

By Mark Kariya

SACRAMENTO, CA, MAR. 28

The 14th running of the Coors Hangtown Motocross Classic at Prairie City OHV Park provided something old and something new.

10 The old was Suzuki's Mark Barnett picking

up where he left off last year and taking the overall win in the 125cc class with a 2-1 score aboard his Jeff Clark-tuned RA125. Honda's Johnny O'Mara aced the first moto and finished second the next time around for the runner-up honors. Both are now tied for the class points lead with 47 apiece.

The new part came in the form of the 250cc winner, an up-and-comer who rode 125s in his freshman year on the Nationals last year, Rick Johnson. He won the first moto by a large margin and finished behind Suzuki's Warren Reid in the second round to pick up his first National win on his Bob Oliver-tuned Yamaha YZ250J Pro Support ride.

Reid's 5-1 rides earned him second overall ahead of Yamaha's Scott Burnworth, who notched a 4-3 day.

Rain turned the normally dry, slick track into a gooeey, slick track. Toward the end of the day, though, the racing line dried a bit yet retained enough grease-like qualities to send the unwary into the thick glop. While it only rained a few times during the day, the inclement weather no doubt reduced attendance at the Dirt Diggers North M.C.-promoted event to an estimated eight to 10,000 hard-core MX fans at this, the opening race of the AMA National Motocross Championship Series.

Preliminaries

The excessive number of riders entered in both 125 and 250cc classes meant that qualifiers were needed to trim the field. Fifteen riders from both 125cc qualifiers and the top five in the consy would make the National line-up. Roost Factory Suzuki rider Gary Dircks ran away with the first qualifier. Team Green's Kyle Landrum copped second followed by Metropolitan Yamaha's Jeff Schumacher, Yamaha Support rider Troy Blake and Honda Support rider Ron Turner.

Mike Beier took the lead early on the first lap in the second qualifier.

By the time the checkered waved at the end of three laps, the Yamaha privateer still had it over Suzuki-mounted Dan Turner, Honda-mounted Dean Cates, Honda Support rider Randy Blair and Yamaha-mounted Eric Hall. Yamaha's Bob Hannah had to ride a qualifier since he was ungraded in this class last year (when he rode 250s) and finished a conservative 12th.

Mark Robinson got the holeshot in the consolation race aboard his Honda but went down before the lap was over, giving the lead to Suzuki-mounted Chris Heisser. He looked strong until he ran into engine trouble on the final lap. O'Neal Distributing/Carrera Goggles Suzuki rider Fritz Schlegel took the win with a large lead over Suzuki-mounted David Weak, Heisser, Ricky Arnold on a Suzuki and Honda rider John Drury.

Kawasaki's Tom Benolkin took the first 250cc qualifier from Yamaha's Scott Burnworth on the final lap for the win. Kawasaki support rider Bill Liles finished third over Yamaha support rider Jim Anderson and Suzuki's Denny Bentley.

Yamaha's Broc Glover and Rick Johnson were 1-2 all the way in the second qualifier. Yamaha-mounted Juan Benavidez picked up third.

Only the first four from the 250cc consy would go to the National, and DG Performance Yamaha pilot Mark Murphy ensured he would be there with his wire-to-wire win. Apache Honda's Timbo Richardson trailed him in while Maico-mounted Michael Wickersham and Jim Ellis on a Honda (not the "Captain Cobalt" Jim Ellis) were 3-4.

The four-stroke exhibition race belonged to BP Racing Yamaha rider Jerome Heiberger. Phil Larson led the first lap of moto one on a Mugen Honda until he jumped off on a downhill and ended up running after the bike. He caught back up to it, restarted and finished a closing second over Cloyse Holland on a Kawasaki KLX.

Larson led the first lap of the second moto but pulled off immediately after completing the circuit with a possibly broken ankle. That left the race to Heiberger again. Top-flight Australian rider Stephen Gall, who had to fight his way up from an opening lap crash the first moto, grabbed second this time on a BP Racing Yamaha, this one a 250.

125cc National

Johnny O'Mara graphically demonstrated his Honda's power in the first moto as he dashed to the first turn in front. Teammate Jim Gibson followed him out of the corner with Bob Hannah sliding in behind Gibson.

Suzuki's George Holland came around at the end of a lap right behind Hannah. Trailing him were Beier, Northwest Honda's Jeff Surwall, Kawasaki's Jeff Ward, Barnett and Landrum.

O'Mara stretched his lead more on each lap. By the halfway point in the moto, he was over 25 seconds ahead of his competition. O'Mara's primary competition happened to be Barnett, defending Hangtown and series champion. Barney got an atypical mid-pack start and was covered in mud after only a lap. His fierce drive, however, vaulted him past everyone but O'Mara after some 15 minutes had passed. From that point on, he chipped away — sans goggles — at O'Mara's substantial lead, but he would get no closer than nine seconds before the checkered waved for the Honda ace, who lost the front part of the front fender.

Hannah spent the majority of the race alone in third with Gibson doing the same in fourth. Ward picked off



going near the end — worked up to 11th.

"I was really mad at myself after that first moto, starting third and dropping to fifth," Reid said later shaking his head. To atone for that, he blasted his Jon Slenzak-tuned RH250 out of the gate with everyone behind him through the first turn.

He never lost the lead after that, although he was under heavy pressure from Johnson from the 15-minute point to the finish. "I was waiting for him to make a mistake so I could get him," Johnson said later, "but I couldn't manage to take advantage or find a mistake." Nevertheless, Johnson's second assured him of the overall win — his first in National competition — and the two leaders' battle carried them over 70 seconds ahead of Burnworth in third.

Bentley moved into the fourth position near the 35-minute point with Glover coming back from a bad start for fifth. Wosick latched onto sixth ahead of Martin, Hansen (plagued by spills, a bent shifter and a run of hard luck), Hardick and Keylon.

Hangtown traditionally sets the pace for the year's Nationals. If tradition holds true again this year, Barnett could become the first four-time 125cc National MX champ. And if Johnson's performances continue producing similar results, he could find himself on a full-on works bike this time next year. ●

Results

125: 1. Mark Barnett (Suz) 2-1; 2. Johnny O'Mara (Hon) 1-2; 3. Jim Gibson (Hon) 4-3; 4. Jeff Ward (Kaw) 5-4; 5. George Holland (Suz) 6-5; 6. Ron Turner (Hon) 8-6; 7. Gary Denton (Suz) 13-7; 8. Daniel Turner (Suz) 12-9; 9. Jeff Surwall (Hon) 7-14; 10. Bob Hannah (Yam) 3-8; 11. Michael Preston (Suz) 11-15; 12. Kyle Landrum (Kaw) 9-17; 13. Erik Kehoe (Yam) 19-8; 14. Rusty Wageman (Suz) 16-



Mark Barnett (top) went 2-1 for the 125cc overall. (Above) Warren Reid (16) and Scott Burnworth clashed then crashed in the last turn of the first moto.

11; 15. Troy Blake (Yam) 10-19; 16. Jeff Schumacher (Yam) 17-13; 17. Gary Dircks (Suz) *-10; 18. Dean Cates (Hon) 21-12; 19. Randy Blair (Hon) 14-29; 20. Eric Hall (Yam) 15-21.

250: 1. Rick Johnson (Yam) 1-2; 2. Warren Reid (Suz) 5-1; 3. Scott Burnworth (Yam) 4-3; 4. Larry Wosick (Hon) 3-6; 5. Kenny Keylon (Hon) 2-10; 6. Steve Martin (Hon) 6-7; 7. Denny Bentley (Suz) 12-4; 8. Broc Glover (Yam) 11-5; 9. Donnie Hansen (Hon) 8-8; 10. Jim Tarantino (Hon) 7-11; 11. Clint Hardick (Suz) 10-9; 12. Kris Bigelow (Hus) 9-12; 13. Bill Liles (Kaw) 14-13; 14. Rodney Smith (Suz) 15-14; 15. Mark Murphy (Yam) 13-18; 16. Juan Benavidez (Yam) 25-15; 17. Tom Benolkin (Kaw) *-16; 18. Robert Handy (Hon) 16-*; 19. Scott Rebeck (Hon) *-17; 20. Johnny Spaw (Hon) 17-21.

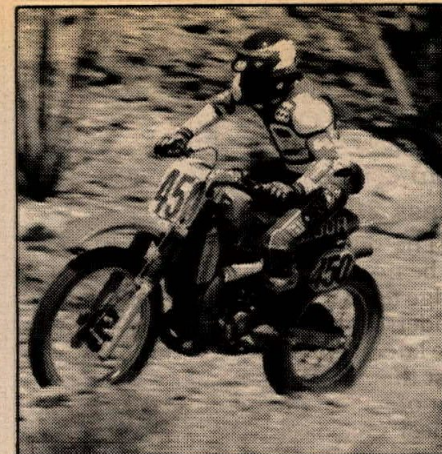
* Denotes DNF.

FOUR-STROKE EXHIBITION: 1. Jerome Heiberger (Yam); 2. Steven Gall (Yam); 3. Cloyse Holland (Kaw); 4. Buzz Presser (Hon); 5. Eric McKenna (Yam); 6. Alan Berlutti (Hon); 7. John Volk (Kaw); 8.

Russ DeLaFuenta; 9. Ken Sisler (Yam).
AMA NATIONAL MOTOCROSS SERIES POINT STANDINGS:

125: 1. (TIE) Mark Barnett/Johnny O'Mara (47); 3. Jim Gibson (38); 4. Jeff Ward (34); 5. George Holland (31); 6. Ron Turner (28); 7. Gary Denton (22); 8. (TIE) Daniel Turner/Jeff Surwall (21); 10. Bob Hannah (20); 11. (TIE) Michael Preston/Kyle Landrum (16); 13. Erik Kehoe/Rusty Wageman (15); 15. Troy Blake (13); 16. Jeff Schumacher (12); 17. Gary Dircks (11); 18. Dean Cates (9); 19. Randy Blair (7); 20. Eric Hall (6).

250: 1. Rick Johnson (47); 2. Warren Reid (41); 3. Scott Burnworth (38); 4. Larry Wosick (35); 5. Kenny Keylon (33); 6. Steve Martin (29); 7. Denny Bentley (27); 8. (TIE) Broc Glover/Donnie Hansen (26); 10. Jim Tarantino (24); 11. Clint Hardick (23); 12. Kris Bigelow (21); 13. Bill Liles (15); 14. Rodney Smith (13); 15. Mark Murphy (11); 16. Juan Benavidez (6); 17. (TIE) Tom Benolkin/Robert Handy (5); 19. (TIE) Scott Rebeck/Johnny Spaw (4).



(Left) Bob Balentine won overall. (Above) Bruce Ogilvie and Jeff Kaplan were top 250cc. (Below) Second overall Scot Harden.



SCORE/Pernod Off-Road Series: Round Two

Balentine makes it two in a row

By Dale Brown

Photos by Charles Morey and Brown

SAN FELIPE, B.C., MEXICO, MAR. 27

Bob Balentine and his Al Baker R&D/Mugen U.S.A. Honda XR500 thumper made it two wins in two 1982 races as he took the overall and Class 22 (Open) wins in the

SCORE/Pernod San Felipe 250.

Balentine's margin of victory in the 270-mile event was about three minutes over the Team Husqvarna 430XC piloted by Scot Harden and Brent Wallingsford.

Finishing third overall and first in Class 21 (250cc) were Jeff Kaplan and Bruce Ogilvie on an American Honda-sponsored CR250R. This was in spite of a hard bail-off by Ogilvie late in the race that left him with a separated shoulder and the bike with a severely twisted front end.

Ogilvie and Kaplan were scarcely a minute ahead of the class runners-up, Kent and Scott Pfeiffer. After their Parker 400 win, Kent and Scott's fortunes took a nose dive when Kent broke his leg in a local race in late February. Since Kent was the rider of record, he had to ride in order for their combined effort to score points. In order to do that, he used the shell of a plastic Scott boot and cut it in half, using the bottom as a shoe around his fiberglass cast and the top as a wrap. Kent rode the minimum 30% of the race while Scott tackled the rougher parts.

The youngest racing Pfeiffer, Kurt, and partner Chuck Cartledge had little trouble winning Class 20 (125cc) on their Premier Yamaha/Hallman/White Bros./Jones Goggles YZ125. They were 38 minutes ahead of second.

Class 20 had one other story of note. Keith Senn, 15, rode the race solo on his Bellflower Yamaha/Dallas Baker/East-West M.C. YZ80, and finished a respectable sixth in class.

Class 30 (riders over 30) saw Rick Shirey and John "Smokebomb" Gaetz start first on their Dick Allen Yamaha IT465 and then lead the class all the way to the checkered flag.

Dick Vick, teamed with Ron Bishop, was first across the finish line in Class 38 (riders over 38). But when Dave Miller finished only a few seconds later, Vick gestured at him and said, "There's your winner." Miller, last of the line, did indeed win by five minutes on his Southwest M/C Sales/Hallman-sponsored Husky.

A death marred the race. Ward Ring, 34, crashed about 50 miles after the start. According to reports furnished to the SCORE press headquarters, SCORE medics were quickly on the scene and administered aid there and then transported him to Valle de Trinidad for a flight to a U.S. hospital. Suffering severe internal abdominal injuries, Ring died en route to the U.S. hospital.

Class 22

The bikes left impound at 6:45 with the first one, the Chuck Stearns/Bill Tarling Honda, set for a 7 a.m. start at the impressive monument/sculpture that marks the entrance to San Felipe. Balentine started a minute after Stearns, and started catching

him as they sped across Diablo Dry Lake.

The thumper that Balentine rode and the CR480R of Stearns were physically together as they rode up a sandwash toward the first pavement crossing at San Matais. Stearns stopped briefly for gas, and Balentine passed him shortly thereafter.

At the first check, Mike's, Balentine had the lead by one minute, although both he and Stearns came through at the same time. Al Baker was in third, and Harden and Kelly were very close together for third on time, with Harden still ahead of Kelly physically.

It had shaped up to be a Honda/Husky battle, and it would stay that way. Chuck Miller, on the Team Yamaha entry, had seized just past the dry lake. Miller's partner, Larry Roesler, had crashed pre-running the course two days before the race and separated his right shoulder.

On the run over th Summit, Balentine had a scare when he saw a wire fence strung across the trail and had to lay the bike down. He got going again, but after awhile one of the bolts holding the front fender went away, and he eventually lost the entire unit.

The leading group lost the Stearns/Tarling Honda when they had to stop at Valle de Trinidad and replace the rear shock. Jetting problems would plague them after that.

Kelly, taking over for Ashcraft at Valle de Trinidad, was within one minute of Balentine as they hit Nuevo Junction and started the run over the Summit. Wallingsford was about three minutes off the leaders' pace.

As they headed toward Borrego, the final pavement crossing, Ashcraft and Kelly apparently had the lead on elapsed time. But just before Borrego they flattened a rear tire, and after it was changed, they were 30 seconds back of Balentine on time.

Balentine roared past the finish at 11:56 for an elapsed time of four hours, 55 minutes and 50.03 seconds. Kelly, awaiting Ashcraft at the finish, was confident that he would show in a matter of moments. "It's going to be close," he said.

But Ashcraft didn't show, and it was several minutes before Harden arrived. Ashcraft had broken down a few miles past Borrego, and the team

DNF. Harden reported an uneventful ride, aside from nearly stalling in one of the deep stream crossings and jumping off and pushing the bike across. "Bob turned in a really good ride," said Harden. "He just went faster than we did."

Third in class went to Bill Holmes, who rode solo on his White Cloud Ranch/Canoga Park Husqvarna to finish in five and a half hours.

After their shock and jetting troubles, Stearns and Tarling finished fourth. Finishing fifth were two newcomers to Baja, scrambles rider Alan Knowles and MXer Brian Fry. Knowles crashed coming out of Mike's and broke his arm, and Fry had to ride all the way to the finish.

Class 21

Ogilvie had only been in the Honda camp for three weeks, but he started on the machine and had it near the top at the first check. Team Husky's Kent Miller, teaming with Mark Miller, arrived there at the same time, but he'd started a minute and a half ahead. Scott Pfeiffer was the third quarter-liter through on his Premier Yamaha/Hallman/White Bros./Jones Goggles machine, but on elapsed time he was approximately one minute ahead.

By Nuevo, Kaplan was running two minutes ahead of the Pfeiffers and the Millers, but as far as the lead was concerned, the Honda and the Yamaha were running virtually dead event with the Husky about two and a half minutes behind.

Over the Summit, Kaplan put enough time on Scott Pfeiffer to take the lead at Tres Posos with a two-minute advantage on elapsed time. Shortly afterward, Ogilvie took over for the run to the finish. About 30 miles from the finish, trouble struck: "I was doing about 90, and I hit a big hole. It just put me 10 feet in the air — I was going ass over teakettle and doing cartwheels into the bushes. It cost me about two minutes. One minute to crash and one minute's worth of bad riding after I got started."

Still he nursed it in to the finish. Kent Pfeiffer, riding with the cast, struck his foot hard and slowed when it started to tingle. He was passed by Kent Miller, but Pfeiffer gassed it back up and passed Miller when the Husky rider did a flying W after hit-

ting a sharp jump created by local spectators. The Pfeiffers have a history of being involved in close finishes, and this was no exception. Kaplan and Ogilvie won, 5:04:25.24 to 5:05:24.57. The Millers (no relation) were third, five minutes back.

Class 20

The one-eighth liter class proved to be no contest. The Pfeiffer/Cartledge team had two minutes on Scott Anderson and Tim Cauby at Mike's. the later team ended off the start and lost their front brake lever, then ran out of gas and had to replace a front wheel on Diablo Dry Lake. In the meantime, Pfeiffer and Cartledge were increasing their lead every step of the way as they avoided flats and other troubles to finish at an elapsed time of 5:30:43.91. Anderson and Cauby tripped the clocks 38 minutes later. In third wa a Honda CR125 entered by Mexican nationals Mario Acosta and Sergio Vega Carballo.

Class 30

Like the Class 20 winners, Rick Shirey and Smokebomb Gaetz led all the way to the checkered flag. Mac Douglas and Lon Peterson, riding a Quality M/C Service Yamaha, did get to within a minute at Nuevo, but Shirey and Gaetz pulled out four minutes going over the Summit to put a lock on their lead.

Bruce Joseph and Roger Miller piloted their Yamaha into third, despite Joseph's hitting a rock and crashing into two trees.

Class 38

The "old man's" class featured a tight battle for the lead between the Yamaha of Ron Bishop and Dick Vick and the Husky of Parker 400 class winner David Miller. Miller had elected to go for a rear start, so he left the start line five minutes after Bishop. By Mike's he was two minutes behind Vick physically and already into the lead on time. At Nuevo he caught the Yamaha and then the two bikes ran nearly dead even through the rest of the race. Miller was first into the last check, but Vick caught and passed him to be first into the finish. But with his rear start, Miller knew Vick had to put five minutes on his to win, and there just wasn't time left to do it. Miller had his second win of the season, commenting, 'It was a very uneventful ride. No flat tires, no crashes; nothing happened.'

Charlie Conway and Chuck Koistra were the first to start, and they stayed with the leaders' pace all the way to finish a close third, just seven minutes out.

Results

CLASS 22 (OVER 250cc): 1. Bob Balentine, 4:55:50.03 (Hon); 2. Brent Wallingsford/Scott Harden, 4:58:48.44 (Hus); 3. Bill Holms, 5:33:24.92 (Hus); 4. Bill Tarling/Chuck Stearns (Hon); 5. Allen Knoles/Brian Fry (Yam); 6. Robert Ewing (Mai); 7. Daniel Pfeiffer/Kay McLean (Hon); 8. Paul Bennett (KTM); 9. Keith Lynas/Ward Ring (Hon).

CLASS 21 (250cc): 1. Jeff Kaplan/Bruce Ogilvie, 5:04:25.24 (Hon); 2. Kent Pfeiffer/Scott Pfeiffer, 5:05:24.57 (Yam); 3. Kent Miller/Mark Miller, 5:10:40.52 (Hus); 4. Larry Stowers/Paul Williams (Hus); 5. Richard Stuetzel/Guy Kibbe (Hus); 6. Rob Kennedy/Rick Frock (Yam); 7. Bill Boyer (Hon); 8. Scott Mathison/John Disano (Yam); 9. Kenny Greve/Brian Burns (Yam); 10. Kirby Weeks/Dean Ostoff (Suz).

CLASS 20 (125cc): 1. Kurt Pfeiffer/Chuck Cartledge, 5:30:43.91 (Yam); 2. Scott Anderson/Tim Cauby, 6:08:01.50 (Yam); 3. Mario Acosta/Sergio Vega Carballo, 6:41:14.12 (Hon); 4. Guy Goudy/Paul Palmer (Yam); 5. Jim Mattox/Oren Beck (Yam); 6. Keith Senn (Yam); 7. Edd Price/Al Holly (Suz); 8. Oscar Hale, Jr./Hector Salazar (Yam).

CLASS 30 (RIDERS OVER 30): 1. Rick Shirey/John "Smokebomb" Gaetz, 5:39:37.41 (Yam); 2. MacDouglas/Lon Peterson, 5:45:19.75 (Yam); 3. Bruce Joseph/Roger Miller, 5:52:21.99 (Yam); 4. George Erl/Charlie Snyder (Hus); 5. Bob Prickett/Ron Treat (Yam); 6. Jim Draves/Bob Dahlgren (Hus); 7. Mike Ester/Russ Cummings (Yam); 8. Steve Bell/Denby Dailey (Hon); 9. Wayne Decklever/Bill Chunn (Hus); 10. Ron Nelson/Wayne Collins (Yam); 11. Max Switzer/Casey Folks (Suz); 12. Jon Anders/Zane Swather (Yam).

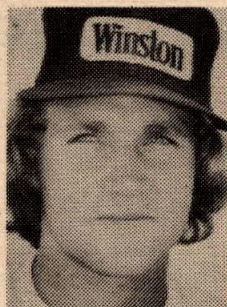
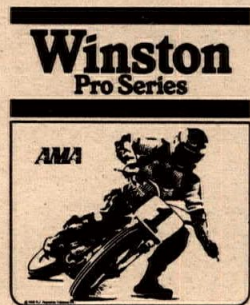
CLASS 38 (RIDERS OVER 38): 1. David Miller, 5:40:42.31 (Hus); 2. Ron Bishop/Dick Vick, 5:45.66 (Yam); 3. Charlie Conway/Chuck Koistra, 5:54:15.19 (Hon); 4. Ron Gray/Dave Spangler (Yam); 5. Don Teeters/Marshall Jennings (Hon); 6. Bill Friant/Ken Newton (Hus); 7. Lou Peralta/Lee Hamby (Yam); 8. Peter Bormanis/Pat Rice (Yam).



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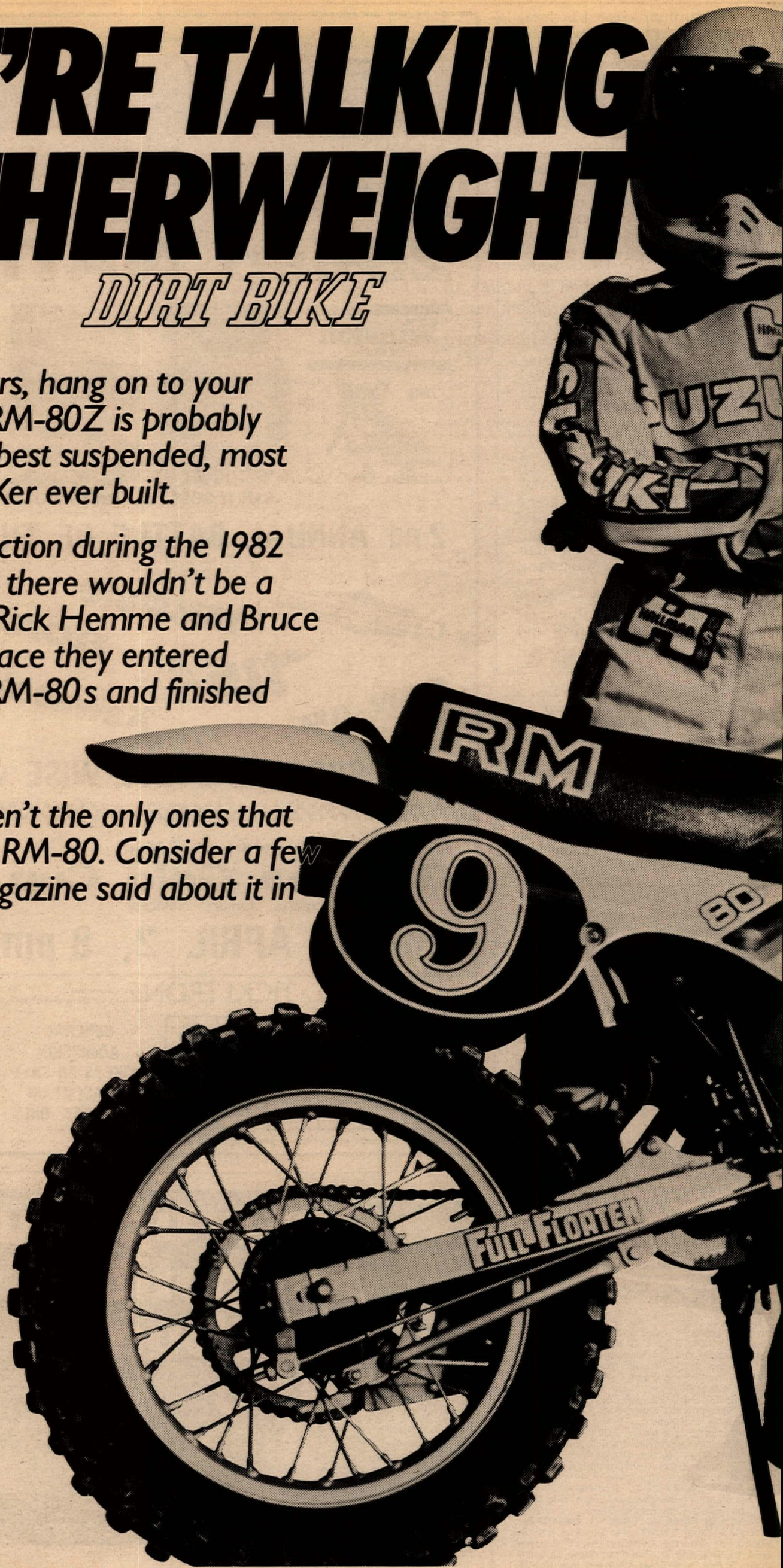


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